



U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

400 Seventh Street, S.W.
Washington, D.C. 20590

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Thank you for choosing crash data from the National Highway Traffic Safety Administration (NHTSA) for your research or other use. The information contained in this motor vehicle crash report is collected, maintained and distributed in accordance with Public Law 89-564. In accordance with this Public Law, NHTSA is required not to release any case information until completion of quality control procedures. These procedures include a review of the case material to extract all names, licenses and registration numbers, non-coded interview material, non-research related researcher comments in the margins, non-factual data, and the production number portion of the vehicle identification number (VIN).

If you requested NHTSA to query its database files in order to identify a specific crash, then that query was made using non-personal descriptors you provided for use in our search. This motor vehicle crash may have been identified from a data search and matches the general, non-personal descriptors you provided, but we cannot confirm that this is the specific crash report you requested.

If you have any questions with regard to the above procedures, please contact the Field Operations Branch, Crash Investigation Division, National Center for Statistics and Analysis at 202-366-4820. Again, please be advised that we cannot confirm that this is the case that you have specifically requested nor can we certify the information to be correct.

*** *** ***



AUTO SAFETY HOTLINE
(800) 424-9393
Wash. D.C. Area 366-0123

UMTRI - 96 - 8
VERSION 05

UM-3728-98
1998 Dodge Intrepid

In-depth Vehicle Occupant Report

The University
of Michigan
Transportation
Research Institute

UMIVOR-UMIVOR-UMIVOR



DISCLAIMERS

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The crash investigation process is an inexact science which requires that physical evidence such as skid marks, vehicular damage measurements, and occupant contact points are coupled with the investigator's expert knowledge and experience of vehicle dynamics and occupant kinematics in order to determine the pre-crash, crash, and post-crash movements of involved vehicles and occupants.

Because each crash is a unique sequence of events, generalized conclusions cannot be made concerning the crashworthiness performance of the involved vehicle(s) or their safety systems.

Case Vehicle (A): 1998 Dodge
Type: Intrepid, 4-door sedan
Driver: 38-year-old female
CDC: 12-FDEW-3, 05-RZEW-4

Vehicle (B): 1994 Ford
Type: E-150, van
Driver: 33-year-old male
CDC: 12-FDEW-4

Vehicle (C): 1997 Mercury
Type: Mountaineer, SUV
Driver: 48-year-old female
CDC: 99-0000-00

Situation

(Slides 1, 2) Case vehicle (A) was stopped for a red light in the west leg of a 4-leg intersection, in the inside eastbound lane of a dry, five-lane asphalt roadway. Vehicle (C) was headed east, stopped directly behind case vehicle (A). Vehicle (B) was traveling a concrete section of the same roadway, in the inside westbound lane, approaching westbound traffic stopped at the same intersection. Vehicle (B) attempted to go around westbound traffic stopped for the red light, and crossed into the eastbound travel lane, traversed the intersection, and struck case vehicle (A) head-on. The impact caused case vehicle (A) to rotate clockwise as it was pushed into vehicle (C). Case vehicle (A) struck the left front of vehicle (C) with its right quarter panel, causing vehicle (C) to rotate counterclockwise approximately 180 degrees, before it came to rest in the eastbound left-turn lane. Vehicle (B) came to rest behind the rear end of vehicle (C), headed in the same direction. Case vehicle (A) came to rest straddling the left-turn lane and the inside of the westbound lane, rotated approximately 260 degrees from its original heading.

Damage to vehicle (B) was severe. The direct damage length was 144 cm, and the maximum crush was 55 cm and occurred 57 cm inboard from the left-front bumper corner.

Using the SMASH accident-reconstruction program and c-values measured for (slides 3, 4, 5) vehicle (B) and (slides 6, 7, 8, 9) case vehicle (A), the following impact severities were calculated for the front-end impact with vehicle (B):

Vehicle	Variable	Calculated Velocity Change - kph (mph)		
		Total	Longitudinal	Latitudinal
Case Vehicle (A)	Delta V	55 (34)	-55 (-34)	0 (0)
	EBS	48 (30)	-48 (-30)	0 (0)
Vehicle (B)	Delta V	39 (24)	-39 (-24)	0 (0)
	EBS	45 (28)	-45 (-28)	0 (0)

Using the SMASH accident-reconstruction program and c-values measured for (slides 10, 11, 12, 13) case vehicle (A), the following impact severity was calculated for the right-side impact with vehicle (C):

Vehicle	Variable	Calculated Velocity Change - kph (mph)		
		Total	Longitudinal	Latitudinal
Case Vehicle (A)	EBS	37 (23)	34 (21)	-13 (-8)

Exterior Damage

(Slides 14, 15, 16, 17, 18) Damage to case vehicle (A) was severe. Direct-damage length for the front-end impact was 148 cm and began at the left-front bumper corner. Maximum crush was 66 cm and was located 30 cm inboard from the right-front bumper corner. The direct-damage length for the right-side impact was 180 cm, and the maximum crush was 63 cm at the corner of the right quarter panel. All the wheels were displaced, with the left-side wheelbase reduced by 10 cm and the right-side wheel based reduced by 32 cm. The front bumper and headlight assemblies were damaged. The hood was crushed, and the hood latch was jammed shut. The rear edge of the hood was elevated, but it did not contact the windshield. The hood hinges were damaged, but did not separate. The left and right upper A-pillars were damaged, as were the left and right upper B-pillars. The left and right upper C-pillars, and the lower right C-pillar were damaged. The left-front door was removed during the extrication of the driver. The plastic inner layer of the windshiel was torn and about 20% of the windshield bond separated from the windshield frame. The left-rear door remained closed and operational. Both right-side doors were jammed shut. The rear-window header, roof, and sun-roof frame were deformed. The right tail-lights were damaged. The deck lid was deformed, but the latch held.

Interior Damage

(Slides 19, 20) The interior of the vehicle sustained severe damage. (Slides 21, 22, 23, 24, 25, 26, 27, 28, 29) This vehicle was equipped with both steering-wheel and passenger frontal-impact airbags, which deployed during the frontal impact. No damage was noted to the airbag skin or the module doors/flaps. (Slide 30) The lower portion of the four-spoke steering-wheel rim was deformed by occupant contact. (Slides 31, 32, 33) The left and right A-pillars, left and right C-pillars, right-rear door area, right roof siderail, roof structure, and sunroof were damaged. The mid and lower instrument panels, control knobs, glove compartment area, heater-A/C ducts, radio, were damaged by impact forces. The steering-wheel rim was damaged by occupant contact, and the brake pedal was contacted by the occupant, but not damaged.

(Slides 34, 35) The following intrusions were noted and measured:

Location	Component	Distance (cm)	Direction
Left front	Toepan below left knee	37	rearward
	Toepan below right knee	36	rearward
	Instrument panel	25	rearward
	Roof siderail	14	right
Right front	Toepan	50	rearward
	Instrument panel	22	rearward
	Roof siderail	12	right
Left rear	Seatback	12	forward
	Roof	16	down
Center rear	Seatback	28	forward
	Roof	15	down
Right rear	Seatback	36	forward
	Roof	5	down

Occupant Injuries and Kinematics

(Slide 36) A webbing imprint on the D-ring indicates that the 38-year-old female driver was wearing the available three-point belt during the crash. The driver reported that her hands were not on the steering-wheel at the time of the first impact. (Slide 37) On impact, the driver moved forward into the belt restraint and the deploying airbag, as indicated by a lipstick transfer on the face of the airbag. She sustained a nose abrasion from contact with the deployed airbag. She also sustained right 3rd through 9th rib fractures, with a left 3rd posterolateral rib fracture, probably

sustained right 3rd through 9th rib fractures, with a left 3rd posterolateral rib fracture, probably from shoulder belt loading, but possibly from contact with the steering-wheel rim. She sustained left posterior/anterior shoulder abrasions, and a right breast contusion from shoulder belt loading. She sustained a right posterior hip dislocation, right comminuted femoral head and neck fractures, and a 5-cm right knee laceration, probably from knee contact with the underside of the steering column, and with the knee bolster. She sustained bilateral hip contusions from lap belt loading. (Slide 38) She sustained a left knee abrasion from contact with the knee bolster. She sustained right comminuted calcaneus and talus fractures, left 3rd, 4th, 5th metatarsophalangel dislocations, and left 3rd and 4th metatarsal fractures from contact with the intruding toepan. As a result of the second impact, the driver moved rearward and to the right. She sustained a left atlanto-occipital distraction, a comminuted fracture of the right occipital condyle, a small subarachnoid hemorrhage within the interpeduncular cistern, a small lateral intraventricular hemorrhage, and a palsy of the 6th nerve from impact forces that induced lateral and rearward bending of the neck.

(Slide 39) The attached table summarizes the injuries sustained by the driver.

Occupant: Driver
 Restraints: 3-point belt worn; airbag deployed

Age: 38 years
 Stature: 167 cm (5 ft 6 in)

Sex: Female
 Mass: 84 kg (185 lb)

Injury Description	A.I.S.	Injury Source		
		Definite	Probable	Possible
Left atlanto-occipital distraction	2		Impact forces	
Comminuted fracture of the right occipital condyle fracture	3		Impact forces	
Small subarachnoid hemorrhage within the interpeduncular cistern	3		Impact forces	
Small, lateral intraventricular hemorrhage	4		Impact forces	
Palsy of the 6th nerve	2		Impact forces	
Nose abrasion	1	Airbag		
Right 3rd through 9th rib fractures with a left posteriolateral 3rd rib fracture	3		Shoulder belt	Steering-wheel rim
Left posterior/anterior shoulder abrasions	1	Shoulder belt		
Right breast contusion	1	Shoulder belt		
Right posterior hip dislocation	2		Steering column/ knee bolster	
Right comminuted femoral head fracture	3		Steering column/ knee bolster	
Right comminuted femoral neck fracture	3		Steering column/ knee bolster	
5-cm right knee laceration	1		Steering column/ knee bolster	
Bilateral hip contusions	1	Lap belt		
Left knee abrasion	1	Knee bolster		
Right comminuted calcaneus fracture	2	Toe pan		
Right talus fracture	2	Toe pan		
Left 3rd, 4th, and 5th metatarsophalangeal dislocations	1	Toe pan		
Left 3rd and 4th metatarsal fractures	2	Toe pan		
<u>Maximum A.I.S. Level</u>	<u>4</u>			
<u>Injury Severity Score</u>	<u>34</u>			

VERSION 05 - [REDACTED] 1996

ADMINISTRATIVE AD-1

TEAM CODE

30

ACCIDENT ID

03728

VEHICLE NUMBER

1

MODULE

A D

FORMAT

0 1

FORM VERSION

0 5

NO. OF CASE VEHICLES IN ACCIDENT

1

NUMBER OF SLIDES

39

TEAM REPORT NUMBER

UM-3728-98

SPECIAL STUDY

(00) None
(01) Offset Frontal
(98) Not Applicable

99

DATE OF FIELD INVESTIGATION:

98

INVESTIGATOR:

LOCATION WHERE VEHICLE WAS EVALUATED:

CIRCLE PHOTO RECORDS MADE:

SLIDES

NEGATIVES

POLAROIDS

REPORT PREPARED BY:

Duplicate columns 1-8
from the previous card.Module G 1 Format 0 1
9 10 11 12

GENERAL INFORMATION GI-1

TIME

DATE OF COLLISION / / /
m m d d y yHOUR OF COLLISION
(24 HOUR CLOCK) 19 22

LOCATION

STATE: MISTATE FIPS CODE 26
23 24

AREA

- (1) URBAN
(2) RURAL
(9) UNKNOWN

1
25

ENVIRONMENTAL CONDITIONS

LIMITED-ACCESS HIGHWAY

- (0) NO
(1) YES
(9) UNKNOWN

0
26ROAD, TOTAL TRAFFIC LANES
(FOR CASE VEHICLE)

- (1) 1-LANE
(2) 2-LANES
(3) 3-LANES
(4) 4 OR MORE LANES
(5) DIVIDED, 4 OR MORE LANES
(6) PARKING LOT/DRIVEWAY
(7) OTHER:
(9) UNKNOWN

4
27

INTERSECTING RD, TOTAL LANES

CHOOSE FROM ABOVE LIST, OR

- (8) NOT APPLICABLE

2
28

TYPE OF ROAD SURFACE

- (1) ASPHALT
(2) CONCRETE
(3) GRAVEL
(4) MORE THAN ONE (CIRCLE EACH)
(7) OTHER:
(9) UNKNOWN

1
29

ROAD DEFECTS

- (0) NO
(1) YES
(9) UNKNOWN

0
30

ENVIRONMENTAL CONDITIONS

CONSTRUCTION ZONE

- (0) NO
(1) YES
(9) UNKNOWN

0
31ROAD ALIGNMENT
VERTICAL PLANE

- (1) LEVEL
(2) CREST OF HILL
(3) SLOPE (2%)
(4) BOTTOM OF HILL
(9) UNKNOWN

1
32ROAD ALIGNMENT
HORIZONTAL PLANE

- (1) STRAIGHT
(2) CURVE
(3) T - SHAPED
(4) Y - SHAPED
(7) OTHER:
(9) UNKNOWN

1
33

SURFACE COVERING

- (10) DRY

(21) WATER - DAMP
(22) WATER - WET
(23) WATER - PUDDLED
(29) WATER - AMOUNT UNKNOWN

(31) SNOW - LOOSE
(32) SNOW - PACKED
(39) SNOW - CONDITION UNKNOWN

(41) ICE
(51) SLUSH
(61) SPILLED GRAVEL
(71) OTHER:
(99) UNKNOWN

10
34 35VISIBILITY LIMITATION
(FOR CASE VEHICLE)

- (0) NONE
(1) CLOUDY/DARK
(2) FOG
(3) SMOKE
(4) WINDSHIELD CONDITION
(5) GLARE
(6) RAIN
(7) OTHER:
(8) ICE/SNOW
(9) UNKNOWN

0
36VISIBILITY OBSTRUCTION
(FOR CASE VEHICLE)

- (0) NONE
(1) BUILDING
(2) SIGN
(3) VEGETATION (E.G. BUSHES, SHRUBS)
(4) TREE
(5) HILL OR CURVE IN ROAD
(6) VEHICLE IN TRANSPORT
(7) OTHER:
(8) PARKED VEHICLE
(9) UNKNOWN

0
37

MECHANICAL MALFUNCTION

WAS THERE MENTION
OF A MECHANICAL MALFUNCTION
IN CASE VEHICLE

- | | | |
|-----|-----------------|----------|
| (0) | 5-45 km/h | 5-25 mph |
| (1) | 46-55 | 30 |
| (2) | 56-60 | 35 |
| (3) | 61-70 | 40 |
| (4) | 71-79 | 45 |
| (5) | 80-85 | 50 |
| (6) | 86-90 | 55 |
| (7) | 91-105 | 60 |
| (8) | OVER 105 | 65 |
| (9) | UNKNOWN | |

- (0) NO
(1) YES
(2) YES, BUT NOT CONTRIBUTE
TO ACCIDENT
(9) UNKNOWN

PRECIPITATION

- (0) NONE
(1) RAIN
(2) SNOW
(3) HAIL
(4) FREEZING RAIN/SLEET
(7) OTHER: _____
(9) UNKNOWN

RATE OF PRECIPITATION

- (1) LIGHT/MIST
(2) MODERATE
(3) HEAVY
(8) NOT APPLICABLE
(9) UNKNOWN

TEMPERATURE

- (0) BELOW -15° C BELOW 5° F
(1) -15 TO -6 5 TO 22
(2) -5 TO -1 23 TO 31
(3) 0 TO 2 32 TO 36
(4) 3 TO 5 37 TO 41
(5) 6 TO 15 42 TO 59
(6) 16 TO 25 60 TO 77
(7) 26 TO 35 78 TO 95
(8) OVER 35 OVER 96
(9) UNKNOWN

CROSSWIND

- (0) NONE
(1) LIGHT
(2) STRONG
(3) GUSTY & STRONG
(9) UNKNOWN

LIGHT CONDITIONS

- (1) DAYLIGHT
- (2) DAWN
- (3) DUSK
- (4) DARK, LIGHTED
- (5) DARK, UNLIGHTED
- (6) DARK, UNKNOWN IF LIGHTED
- (9) UNKNOWN

3
38

39

8
40

9

41

9

42

43

44

**THE FOLLOWING SECTION SHOULD BE FILLED
OUT IF A MECHANICAL MALFUNCTION IS
RECOGNIZED OR SUSPECTED.**

**CIRCLE ITEMS INVOLVED. SUPPORT ANY
ITEMS CIRCLED WITH COMMENTS.**

BRAKE SYSTEM

DRIVER CONTROLS

EXHAUST SYSTEM

POWER TRAIN

STEERING SYSTEM

FUEL SYSTEM

SUSPENSION SYSTEM

VISIBILITY ITEMS

ELECTRICAL SYSTEM

TIRES

THROTTLE CONTROLS

UNKNOWN

OTHER: _____

COMMENTS: _____

GENERAL INFORMATION GI-3

CRASH DETAILS

CASE VEHICLE AND OBJECT

- (0) NO
(1) YES
(9) UNKNOWN

①
45

CASE VEHICLE ROLLOVER

- (0) NO ROLLOVER
(1) YES, FIRST EVENT
(2) YES, SUBSEQUENT EVENT
(3) YES, SEQUENCE UNKNOWN
(9) UNKNOWN

①
46

HIGHEST POLICE INJURY
SEVERITY CODE IN CRASH
(NOT JUST CASE VEHICLE)

- (0) O - NO INJURY
(1) C - POSSIBLE INJURY
(2) B - NON-INCAPACITATING INJURY
(3) A - INCAPACITATING INJURY
(4) K - FATAL
(5) INJURED, SEVERITY UNKNOWN
(6) DIED PRIOR TO ACCIDENT
(7) NON-FATAL INJURY
SEVERITY UNKNOWN
(9) UNKNOWN

3
53

CASE VEHICLE RAN OFF ROADWAY
(BEFORE FIRST IMPACT)

- (0) NO
(1) YES
(9) UNKNOWN

①
47

DRIVER IMPAIRMENT

DRIVER ALCOHOL INVOLVEMENT
(CASE VEHICLE)

- (0) NONE
(1) YES
(9) UNKNOWN/NOT REPORTED/
NO DRIVER

①
54

MOVING CASE VEHICLE AND
CONTACTED MOVING VEHICLE

- (0) NO
(1) YES
(9) UNKNOWN

①
48

DRIVER ALCOHOL BAC
(CASE VEHICLE)

- (80) NO TEST
(90) CHEMICAL TESTS, NO RESULTS
(95) AUTOPSY, NO RESULTS
(99) UNKNOWN

80
55 56

CASE VEHICLE AND
CONTACTED STOPPED VEHICLE

- (0) NO
(1) YES
(9) UNKNOWN

①
49

WAS THERE MENTION OF DRIVER
IMPAIRMENT FOR CASE VEHICLE?

- (0) NO
(1) YES
(9) UNKNOWN

①
57

STOPPED CASE VEHICLE AND
CONTACTED VEHICLE

- (0) NO
(1) YES
(9) UNKNOWN

1
50

LIST IMPAIRMENTS MENTIONED:

TOTAL NUMBER
OF VEHICLES CONTACTED
BY CASE VEHICLE IN CRASH

- (8) 8 OR MORE
(9) UNKNOWN

2
51

Post - CRASH Detail

MANNER CASE VEHICLE
LEFT SCENE

- (1) DRIVEN
(2) TOWED DUE TO DAMAGE
(3) TOWED, NOT DUE TO DAMAGE
(4) TOWED, REASON UNKNOWN
(9) UNKNOWN

2
58

ANY FIRE IN THIS CRASH
(NOT JUST CASE VEHICLE)

- (0) NO
(1) YES
(9) UNKNOWN

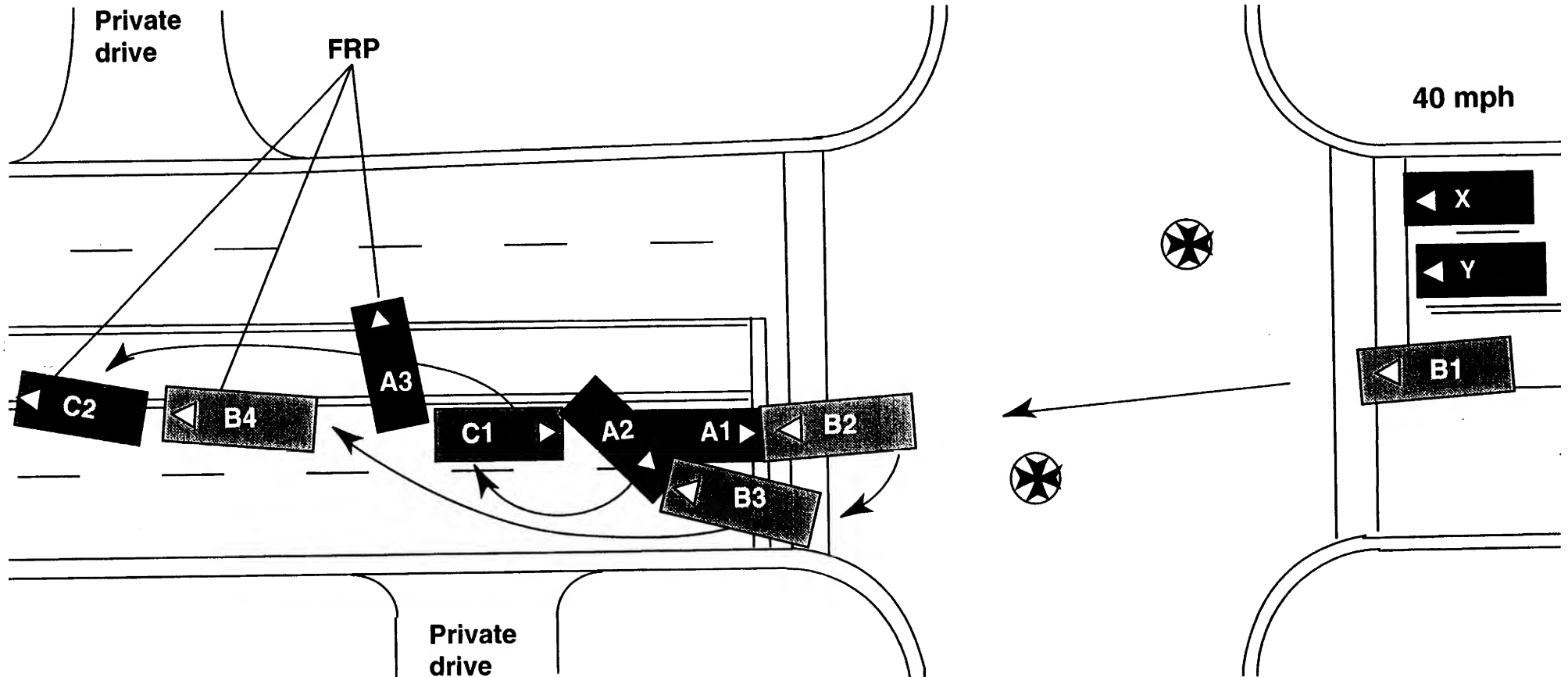
①
52

ACCIDENT SCHEMATIC

BEST AVAILABLE COPY

ACCIDENT DESCRIPTION: Case vehicle (A) was stopped for a red light in the west leg of a 4-leg intersection, in the inside eastbound lane. Vehicle (C) was stopped behind case vehicle (A). Vehicle (B) was traveling in the inside westbound lane of the same roadway, approaching stopped traffic at the same intersection. Vehicle (B) crossed into the westbound left-turn lane and went around stopped traffic, traversed the intersection and struck case vehicle (A) head-on. The impact caused case vehicle (A) to rotate clockwise as it was pushed into vehicle (C). Case vehicle (A) struck the left front of vehicle (C) with its right quarter panel, causing vehicle (C) to rotate counter clockwise approximately 180 degrees, before coming to rest in the eastbound left-turn lane. Vehicle (B) came to rest behind the rear end of vehicle (C), head in the same direction. Case vehicle (A) came to rest straddling the left-turn lane and the inside westbound lane, rotated approximately 260 degrees from its original heading.

CASE VEHICLE (A): 1998 Dodge Intrepid
OTHER VEHICLE (B): 1994 Ford G-160
THIRD VEHICLE (C): 1997 Mercury Mountaineer



Duplicate columns 1-8
from the previous card.Module Q V Format Q 4
9 10 11 12

OTHER VEHICLE OV-1

MAKE: Ford
MODEL: E-150

CARGO: _____

VIN

13

29

(veh B)

MANUFAC/BODY CODE

12111
30 34

MAKE/MODEL CODE

3102
38

MODEL YEAR

1994
39 42

VEHICLE MASS (kg)

002125
43 48IF SEPARATE REPORT WAS MADE,
GIVE VEHICLE NUMBER0NUMBER OF OCCUPANTS
(ENTER 9'S IF UNKNOWN)01
51

TRAVELING SPEED (km/h)

999
54

- (000) PARKED OR STOPPED
(995) JUST STARTING UP
(996) BACKING UP
(997) SPEED NOT EXCESSIVE (BUT UNKNOWN)
(998) SPEED EXCESSIVE (BUT UNKNOWN)
(999) UNKNOWN

HIGHEST POLICE INJURY SEVERITY
CODE FOR THIS VEHICLE

- (0) O - NO INJURY
(1) C - POSSIBLE INJURY
(2) B - NON-INCAPACITATING INJURY
(3) A - INCAPACITATING INJURY
(4) K - FATAL
(5) INJURED, SEVERITY UNKNOWN
(6) DIED PRIOR TO ACCIDENT
(7) NON-FATAL INJURY
SEVERITY UNKNOWN
(8) UNOCCUPIED VEHICLE
(NOT APPLICABLE)
(9) UNKNOWN

3
55

VEHICLE TYPE

PASSENGER VEHICLE

- (02) LARGE
(03) LIMOUSINE
(17) PICKUP CAR
(20) UNKNOWN PASSENGER VEHICLE BODY
(24) SUB-MINI
(25) MINI
(26) SUB-COMPACT
(27) COMPACT
(28) INTERMEDIATE
(29) FULL

11
56 57

MULTIPURPOSE PASSENGER VEHICLE

- (14) SMALL UTILITY (WHEELBASE LESS THAN 107",
E.G. JEEP, BRONCO)
(15) LARGE UTILITY (WHEELBASE MORE THAN 107",
E.G. PANEL TRUCK, SUBURBAN)
(16) PICKUP TRUCK WITH CANOPY/SHELL COVER
(17) PICKUP CAR WITH CANOPY/SHELL COVER
(21) MOTOR HOME
(22) PICKUP TRUCK WITH SLIDE-IN CAMPER
(23) PICKUP CAR WITH SLIDE-IN CAMPER
(31) CHASSIS-MOUNTED CAMPER

TRUCK

- (11) VAN
(12) PICKUP TRUCK
(13) UNKNOWN LIGHT TRUCK
(15) LARGE UTILITY (E.G. PANEL TRUCK, SUBURBAN)
(16) PICKUP TRUCK WITH CANOPY/SHELL COVER
(22) PICKUP TRUCK WITH SLIDE-IN CAMPER
(30) UNKNOWN TRUCK TYPE
(31) CHASSIS-MOUNTED CAMPER
(33) DELIVERY VAN (WALK-IN)
(34) STRAIGHT TRUCK
(35) TRUCK-TRACTOR (BOBTAIL)
(36) CHASSIS-CAB
(37) UNKNOWN HEAVY TRUCK
(38) TRACTOR & SEMI-TRAILER (SEMI)
(39) TRUCK (OR SEMI) & FULL TRAILER(S)

BUS

- (40) UNKNOWN BUS TYPE
(41) SCHOOL BUS
(42) INTERCITY BUS (BETWEEN CITIES)
(43) TRANSIT BUS (INTRACITY)
(44) STREETCAR (ON TRACKS)

- (68) TRAIN (CARS)
(69) LOCOMOTIVE (ENGINE, SWITCHER)

(99) UNKNOWN

WHEELBASE (cm)
(999) UNKNOWN351
58 59 60

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from the previous card.Module 0 9 V 10 Format 0 11 2 12

OTHER VEHICLE

OV-2

ORIGINAL SPECIFICATIONS

Wheelbase

351 cm

Front Overhang

076 cm

Curb Weight

2125 kg

Rear Overhang

111 cm

Average Track Width

174 cm

Undeformed End Width (UEW)

180 cm

Overall Length

538 cm

Engine Displacement

4.9 L

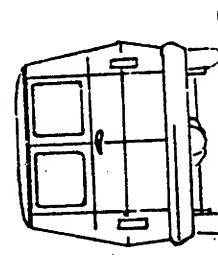
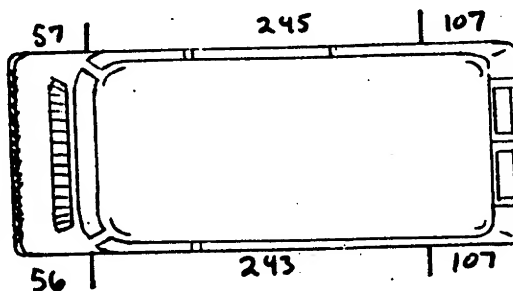
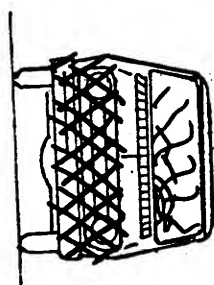
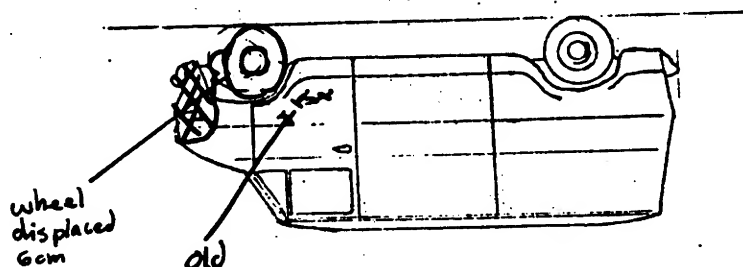
Overall Width (OAW)

202 cm

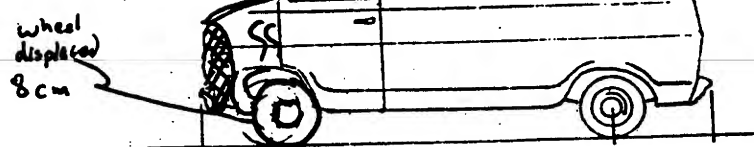
Engine: # of Cylinders

06

VEHICLE DAMAGE



Direct Damage
lengths 144 cm
max crush = 55 cm



FRONTAL CRASH OVERLAP

Round up for .5. 98 = 98% or more
Enter % overlap or "99" for missing or N/A.

Direct Damage Length (DDL)

144 cmFront-End Overlap (Percent) = $\frac{DDL}{UEW}$ 14480 %Vehicle Overlap (Percent) = $\frac{DDL + 1/2 (OAW - UEW)}{OAW}$ 155
20277 %

Duplicate columns 1-8
from the previous card.

Module 0 Y Format 0 1
9 10 11 12

OTHER VEHICLE OV-1

MAKE: Mercury
MODEL: Mountaineer 4-door

CARGO: Unknown

VIN

13

29

(ve#C)

MANUFAC/BODY CODE

12215
30 34

MAKE/MODEL CODE

0952
38

MODEL YEAR

1997

VEHICLE MASS (kg)

001894
41 46

IF SEPARATE REPORT WAS MADE,
GIVE VEHICLE NUMBER

0

NUMBER OF OCCUPANTS
(ENTER 9'S IF UNKNOWN)

01
49

TRAVELING SPEED (km/h)

000
52

- (000) PARKED OR STOPPED
(995) JUST STARTING UP
(996) BACKING UP
(997) SPEED NOT EXCESSIVE (BUT UNKNOWN)
(998) SPEED EXCESSIVE (BUT UNKNOWN)
(999) UNKNOWN

HIGHEST POLICE INJURY SEVERITY
CODE FOR THIS VEHICLE

- (0) O - NO INJURY
(1) C - POSSIBLE INJURY
(2) B - NON-INCAPACITATING INJURY
(3) A - INCAPACITATING INJURY
(4) K - FATAL
(5) INJURED, SEVERITY UNKNOWN
(6) DIED PRIOR TO ACCIDENT
(7) NON-FATAL INJURY
SEVERITY UNKNOWN
(8) UNOCCUPIED VEHICLE
(NOT APPLICABLE)
(9) UNKNOWN

0
53

VEHICLE TYPE

PASSENGER VEHICLE

- (02) LARGE
(03) LIMOUSINE
(17) PICKUP CAR
(20) UNKNOWN PASSENGER VEHICLE BODY
(24) SUB-MINI
(25) MINI
(26) SUB-COMPACT
(27) COMPACT
(28) INTERMEDIATE
(29) FULL

15
54 55

MULTIPURPOSE PASSENGER VEHICLE

- (14) SMALL UTILITY (WHEELBASE LESS THAN 107',
E.G. JEEP, BRONCO)
(15) LARGE UTILITY (WHEELBASE MORE THAN 107',
E.G. PANEL TRUCK, SUBURBAN)
(16) PICKUP TRUCK WITH CANOPY/SHELL COVER
(17) PICKUP CAR WITH CANOPY/SHELL COVER
(21) MOTOR HOME
(22) PICKUP TRUCK WITH SLIDE-IN CAMPER
(23) PICKUP CAR WITH SLIDE-IN CAMPER
(31) CHASSIS-MOUNTED CAMPER

TRUCK

- (11) VAN
(12) PICKUP TRUCK
(13) UNKNOWN LIGHT TRUCK
(15) LARGE UTILITY (E.G. PANEL TRUCK, SUBURBAN)
(16) PICKUP TRUCK WITH CANOPY/SHELL COVER
(22) PICKUP TRUCK WITH SLIDE-IN CAMPER
(30) UNKNOWN TRUCK TYPE
(31) CHASSIS-MOUNTED CAMPER
(33) DELIVERY VAN (WALK-IN)
(34) STRAIGHT TRUCK
(35) TRUCK-TRACTOR (BOBTAIL)
(36) CHASSIS-CAB
(37) UNKNOWN HEAVY TRUCK
(38) TRACTOR & SEMI-TRAILER (SEMI)
(39) TRUCK (OR SEMI) & FULL TRAILER(S)

BUS

- (40) UNKNOWN BUS TYPE
(41) SCHOOL BUS
(42) INTERCITY BUS (BETWEEN CITIES)
(43) TRANSIT BUS (INTRACITY)
(44) STREETCAR (ON TRACKS)

- (68) TRAIN (CARS)
(69) LOCOMOTIVE (ENGINE, SWITCHER)

(99) UNKNOWN

WHEELBASE (cm)

(999) UNKNOWN

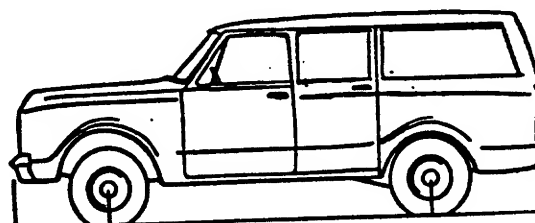
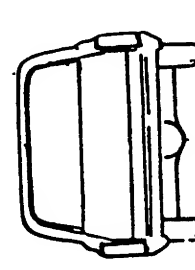
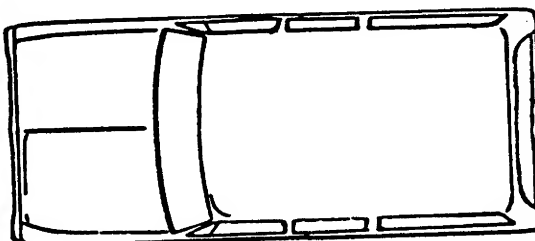
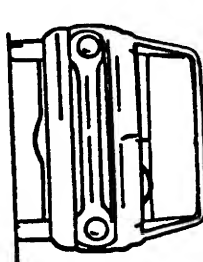
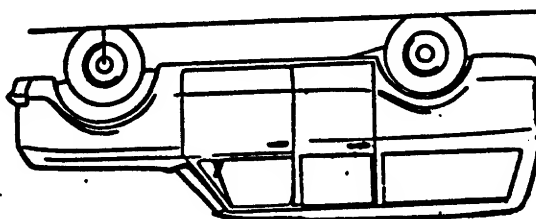
283
56 57 58

ORIGINAL SPECIFICATIONS

Wheelbase	<u>283</u> cm	Front Overhang	<u>086</u> cm
Curb Weight	<u>1894</u> kg	Rear Overhang	<u>110</u> cm
Average Track Width	<u>149</u> cm	Undeformed End Width (UEW)	<u>999</u> cm
Overall Length	<u>479</u> cm	Engine Displacement	<u>5.0</u> L
Overall Width (OAW)	<u>178</u> cm	Engine: # of Cylinders	<u>08</u>

VEHICLE DAMAGE

Not Inspected



FRONTAL CRASH OVERLAP

Round up for .5. 98 = 98% or more
Enter % overlap or "99" for missing or N/A.

Direct Damage Length (DDL)

999 cm

Front-End Overlap (Percent) = $\frac{DDL}{UEW}$

99 %

Vehicle Overlap (Percent) = $\frac{DDL + 1/2 (OAW - UEW)}{OAW}$

99 %

Duplicate columns 1-8
from the previous card.Module V D Format 0 4
9 10 11 12

VEHICLE DESCRIPTION VD-1

MAKE: Dodge
MODEL: IntrepidCARGO: None

VIN

13

29

MANUFAC/BODY CODE

13229
30 34

MAKE/MODEL CODE

0739
38

MODEL YEAR

1998
39 42

VEHICLE MASS (kg)

001499
43 48

ODOMETER (km)

(ENTER 9'S IF UNKNOWN)

(ENTER 8'S IF ELECTRONIC)

888888
49 54

NUMBER OF OCCUPANTS

(ENTER 9'S IF UNKNOWN)

01
56

TRAVELING SPEED (km/h)

000
59

- (000) PARKED OR STOPPED
(995) JUST STARTING UP
(996) BACKING UP
(997) SPEED NOT EXCESSIVE (BUT UNKNOWN)
(998) SPEED EXCESSIVE (BUT UNKNOWN)
(999) UNKNOWN

STOLEN VEHICLE

- (0) NO
(1) YES
(8) NOT COLLECTED
(9) UNKNOWN

8
62

BODY STRUCTURE

- (1) BODY & FRAME
(2) UNITIZED
(3) INTEGRAL-STUB FRAME
(4) BODY & PLATFORM FRAME
(E.G. VW BUG)
(5) PARTIALLY UNITIZED
(7) OTHER: _____
(9) UNKNOWN

2
63

TRANSMISSION

- (0) NONE
(1) AUTOMATIC
(2) MANUAL
(9) UNKNOWN

1
64

VEHICLE TYPE

PASSENGER VEHICLE

- (11) 2-DOOR HARDTOP (NO UPPER B-PILLAR)
(12) 2-DOOR SEDAN OR COUPE
(ANY UPPER B-PILLAR)
(13) 4-DOOR HARDTOP
(14) 4-DOOR SEDAN
(15) STATION WAGON
(16) CONVERTIBLE
(18) OTHER PASS. VEH.: _____
(19) PASSENGER VEHICLE, TYPE UNKNOWN

MULTIPURPOSE PASSENGER VEHICLE

- (21) SMALL UTILITY (E.G. JEEP, SCOUT, BRONCO)
(22) LARGE UTILITY (E.G. PANEL TRUCK, SUBURBAN)
(23) VAN, SIZE UNKNOWN
(24) VAN, SMALL (MINI)
(25) VAN, LARGE
(29) MPV, TYPE UNKNOWN
(30) MOTOR HOME

TRUCK

- (31) PICKUP TRUCK, UNKNOWN
(32) PICKUP TRUCK, SMALL (DOWNSIZED)
(33) PICKUP TRUCK, LARGE

(99) UNKNOWN

14
60 61LOCATION OF TRANSMISSION
SELECTOR LEVER

- (1) FLOOR
(2) CONSOLE
(3) COLUMN
(7) OTHER: _____
(9) UNKNOWN

2
65

STEERING

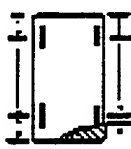
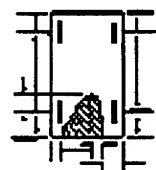
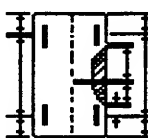

- (1) POWER
(2) MANUAL
(9) UNKNOWN

1
66

BRAKES

- (1) POWER
(2) MANUAL
(9) UNKNOWN

1
67

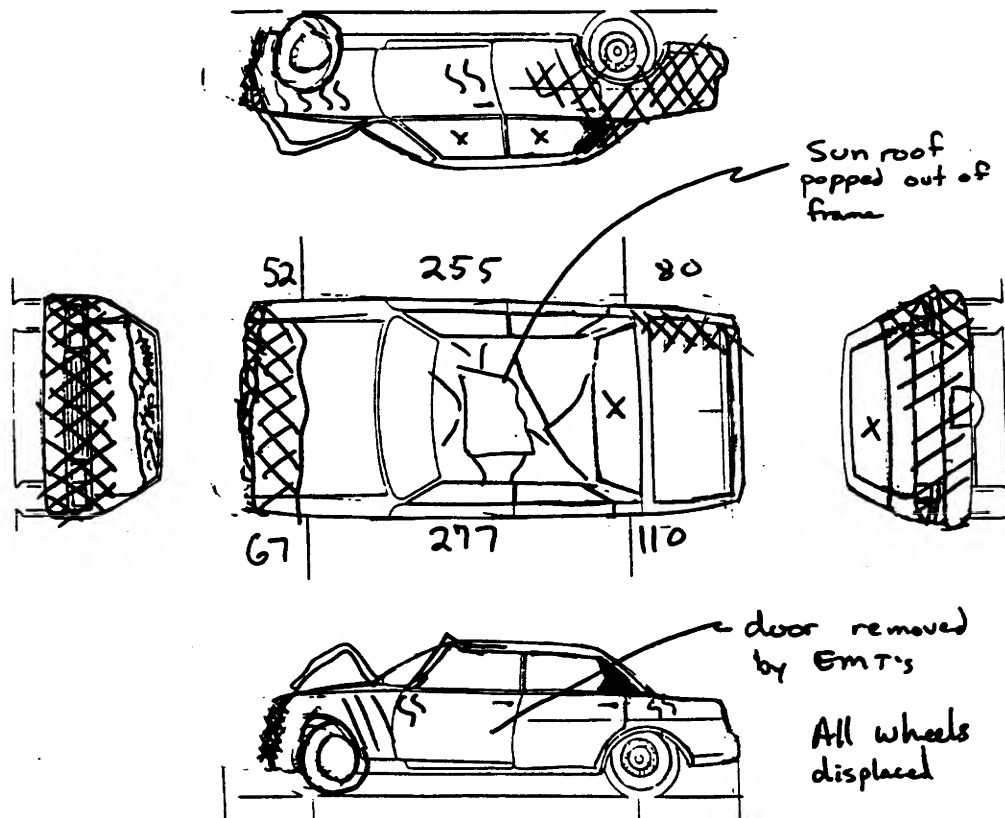
VEHICLE DESCRIPTION		VD-2
TYPE OF BRAKES (1) DRUM, ALL WHEELS (2) DISC, FRONT WHEELS (3) DISC, ALL WHEELS (9) UNKNOWN	<div style="text-align: center;">3 68</div>	WHEELBASE (cm) (999) Unknown <div style="text-align: right;">287 76 77 78</div>
BRAKE ANTI-LOCK DEVICE (0) NONE INSTALLED (1) TWO-WHEEL (2) FOUR-WHEEL (7) EQUIPPED, UNKNOWN WHEELS (9) UNKNOWN	<div style="text-align: center;">2 69</div>	PLASTIC ANTI-LACERATIVE INNER LAYER GLASS EQUIPPED (0) NONE (1) WINDSHIELD (2) WINDSHIELD AND SIDE (7) OTHER (9) UNKNOWN <div style="text-align: right;">Ø 79</div>
AIR CONDITIONING IN VEHICLE (0) NO (1) YES (8) NOT COLLECTED (9) UNKNOWN	<div style="text-align: center;">8 70</div>	
TYPE OF DRIVE (1) REAR WHEEL (2) FRONT WHEEL (3) FOUR WHEEL (4) ALL WHEEL DRIVE (9) UNKNOWN	<div style="text-align: center;">2 71</div>	FIELD INVESTIGATOR INSTRUCTIONS: 1. <u>INDICATE CRUSHED AREAS BY OUT-LINING NEW PERIMETER OF VEHICLE AND SHADING THE DAMAGED AREAS ON THE LARGE SKETCH ON PAGE VD-3. USE AS MANY SKETCHES AS NECESSARY TO COMPLETELY DESCRIBE THE DAMAGE.</u> 2. <u>ENTER THE DIMENSIONS ON THE SKETCH(ES) MEASURED TO THE POINT OF MAXIMUM PENETRATION BY THE OBJECT(S) CONTACTED. USE THE EXAMPLES BELOW AS A GUIDE.</u> 3. <u>ENTER THE THREE DIMENSIONS TO THE CENTER OF THE WHEELS (WHEELBASE, FRONT AND REAR OVERHANGS) ON BOTH SIDES OF THE CAR.</u> 4. <u>ADD OTHER DIMENSIONS AS NECESSARY TO COMPLETELY DESCRIBE THE DAMAGE.</u> EXAMPLES: <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  FRONT OR REAR </div> <div style="text-align: center;">  SIDE </div> </div> <div style="display: flex; justify-content: space-around; margin-top: 20px;"> <div style="text-align: center;">  SIDE </div> <div style="text-align: center;">  ROOF (REFERENCE TO TOP OF DOOR SILL OR WINDOW SILL) </div> </div>
DUAL REAR WHEELS (0) NO (1) YES (9) UNKNOWN	<div style="text-align: center;">Ø 72</div>	
ORIGINAL TYPE OF RESTRAINT SYSTEM (1) ACTIVE BELT (2) PASSIVE BELT (3) AIRBAG (4) KNEE BOLSTERS (7) OTHER: _____ (8) NOT APPLICABLE (NOT EQUIPPED) (9) UNKNOWN	<div style="text-align: center;">3 73</div>	
EQUIPPED WITH ROLL BAR (0) NO (1) YES (9) UNKNOWN	<div style="text-align: center;">Ø 74</div>	
TYPE OF ROOF (0) NONE (1) SOLID (2) T-TOP CLOSED (3) T-TOP OPEN (4) SUN ROOF CLOSED (5) SUN ROOF OPEN (6) CONVERTIBLE CLOSED (7) CONVERTIBLE OPEN (8) OTHER: _____ (9) UNKNOWN	<div style="text-align: center;">4 75</div>	

Duplicate columns 1-8
from the previous card.Module V D Format 0 2
9 10 11 12

VEHICLE DESCRIPTION VD-3

ORIGINAL SPECIFICATIONS	
Wheelbase	<u>287</u> cm
Front Overhang	<u>108</u> cm
Curb Weight	<u>518</u> kg
Rear Overhang	<u>123</u> cm
Average Track Width	<u>158</u> cm
Undeformed End Width (UEW)	<u>148</u> cm
Overall Length	<u>518</u> cm
Engine Displacement	<u>2.7</u> L
Overall Width (OAW)	<u>190</u> cm
Engine: # of Cylinders	<u>06</u>

VEHICLE DAMAGE



FRONTAL CRASH OVERLAP

Round up for .5. 98 = 98% or more
Enter % overlap or "99" for missing or N/A.

Direct Damage Length (DDL)

148 cmFront-End Overlap (Percent) = $\frac{DDL}{UEW}$ 98 %Vehicle Overlap (Percent) = $\frac{DDL + 1/2 (OAW - UEW)}{OAW}$ 98 %

Duplicate columns 1-8 from the previous card. Module <u>D</u> <u>9</u> <u>A</u> <u>10</u> Format <u>0</u> <u>11</u> <u>2</u> <u>12</u>		DAMAGE DA-1	
PRIMARY EVENT NUMBER IMPACT SPEED (km/h) ESTIMATED BY CRUSH (cm) CDC #1 CDC #2	CASE VEHICLE PRIMARY CDC <div style="text-align: center;"> <u>1</u> <u>13</u> <u>999</u> <u>14</u> <u>15</u> <u>16</u> <u>1</u> <u>17</u> <u>066</u> <u>18</u> <u>19</u> <u>20</u> <u>12.FDEW.3</u> <u>21</u> <u>27</u> <u>98.00000.0</u> <u>28</u> <u>34</u> </div>	CONTACTED VEHICLE ASSOCIATED CDC <div style="text-align: center;"> <u>999</u> <u>35</u> <u>36</u> <u>37</u> <u>1</u> <u>38</u> <u>055</u> <u>39</u> <u>40</u> <u>41</u> <u>12.FDEW.4</u> <u>42</u> <u>48</u> <u>98.00000.0</u> <u>49</u> <u>55</u> </div>	
Duplicate columns 1-8 from the previous card. Module <u>D</u> <u>9</u> <u>A</u> <u>10</u> Format <u>0</u> <u>11</u> <u>3</u> <u>12</u>			
SECONDARY EVENT NUMBER IMPACT SPEED (km/h) ESTIMATED BY CRUSH (cm) CDC #1 CDC #2	CASE VEHICLE SECONDARY CDC <div style="text-align: center;"> <u>2</u> <u>13</u> <u>999</u> <u>14</u> <u>15</u> <u>16</u> <u>1</u> <u>17</u> <u>063</u> <u>18</u> <u>19</u> <u>20</u> <u>05.RZEW.4</u> <u>21</u> <u>27</u> <u>98.00000.0</u> <u>28</u> <u>34</u> </div>	CONTACTED VEHICLE ASSOCIATED CDC <div style="text-align: center;"> <u>999</u> <u>35</u> <u>36</u> <u>37</u> <u>1</u> <u>38</u> <u>999</u> <u>39</u> <u>40</u> <u>41</u> <u>99.00000.0</u> <u>42</u> <u>48</u> <u>98.00000.0</u> <u>49</u> <u>55</u> </div>	
CODES			
EVENT NUMBER (8) NOT APPLICABLE (9) UNKNOWN IMPACT SPEED (998) NOT APPLICABLE (999) UNKNOWN	IMPACT SPEED ESTIMATOR (1) INVESTIGATOR (2) DRIVER (3) POLICE (4) "CRASH" PROGRAM (5) OTHER COMPUTER PROGRAM SPECIFY: _____ (7) OTHER: _____ (8) NOT APPLICABLE (NO VEHICLE/NO IMPACT)	CRUSH (998) NOT APPLICABLE (NO VEHICLE/DAMAGE) (999) UNKNOWN CDC (9800000) NOT APPLICABLE (9900000) UNKNOWN	

Duplicate columns 1-8
from the previous card.Module D A Format 0 1
9 10 11 12

DAMAGE DA-2

MAXIMUM SHEET METAL CRUSH

(cm) (999) UNKNOWN

FRONT 066
13 15RIGHT SIDE 063
16 18REAR 000
19 21LEFT SIDE 000
22 24ROOF 000
25 27OTHER 000
28 30CHRONOLOGICAL SEQUENCE
OF DAMAGE/INJURY PRODUCING CRASH EVENTS
FOR CASE VEHICLENOTE: IF CHRONOLOGICAL ORDER
IS UNKNOWN, EVENT
ORDER IS OPTIONAL.DO YOU KNOW THIS TABLE
TO BE IN CHRONOLOGICAL ORDER? 1

31

(0) NO
(1) YES

EVENT NUMBER	IMPACT LOCATION (1) ON ROADWAY (2) SHOULDER/MEDIAN/GORE (3) ON ROADSIDE (4) OUTSIDE ROADSIDE RIGHT-OF-WAY (5) OTHER (6) OFF ROADWAY, LOC. UNK. (9) UNKNOWN	IMPACT CONFIGURATION FOR CODES, SEE TABLE ON PAGE DA-3.	OBJECT/VEHICLE CONTACTED FOR CODES, SEE TABLE ON PAGE DA-4.
# 1	<u>1</u> 32	<u>11</u> 34	<u>11</u> 36
#2	<u>1</u> 37	<u>42</u> 39	<u>15</u> 41
#3	<u> </u> 42	<u> </u> 44	<u> </u> 46
#4	<u> </u> 47	<u> </u> 49	<u> </u> 51
#5	<u> </u> 52	<u> </u> 54	<u> </u> 56
#6	<u> </u> 57	<u> </u> 59	<u> </u> 61
#7	<u> </u> 62	<u> </u> 64	<u> </u> 66

CODES FOR
IMPACT CONFIGURATIONFRONT OF CASE VEHICLE

- (11) AND FRONT OF CONTACTED VEHICLE
- (13) AND SIDE OF CONTACTED VEHICLE
- (14) AND REAR OF CONTACTED VEHICLE
- (16) ENDSWIPED BY CONTACTED VEHICLE
- (17) AND OBJECT
- (19) AND UNKNOWN OTHER VEHICLE CONFIGURATION

LEFT SIDE OF CASE VEHICLE

- (21) AND FRONT OF CONTACTED VEHICLE (TYPE T)
- (22) AND FRONT OF CONTACTED VEHICLE (TYPE L)
- (23) AND SIDE OF CONTACTED VEHICLE (NOT SIDESWIPE)
- (24) AND REAR OF CONTACTED VEHICLE (TYPE T)
- (25) AND REAR OF CONTACTED VEHICLE (TYPE L)
- (26) SIDESWIPED BY CONTACTED VEHICLE
- (27) AND OBJECT
- (29) AND UNKNOWN OTHER VEHICLE CONFIGURATION

REAR OF CASE VEHICLE

- (31) AND FRONT OF CONTACTED VEHICLE
- (33) AND SIDE OF CONTACTED VEHICLE
- (34) AND REAR OF CONTACTED VEHICLE
- (36) ENDSWIPED BY CONTACTED VEHICLE
- (37) AND OBJECT
- (39) AND UNKNOWN OTHER VEHICLE CONFIGURATION

RIGHT SIDE OF CASE VEHICLE

- (41) AND FRONT OF CONTACTED VEHICLE (TYPE T)
- (42) AND FRONT OF CONTACTED VEHICLE (TYPE L)
- (43) AND SIDE OF CONTACTED VEHICLE (NOT SIDESWIPE)
- (44) AND REAR OF CONTACTED VEHICLE (TYPE T)
- (45) AND REAR OF CONTACTED VEHICLE (TYPE L)
- (46) SIDESWIPED BY CONTACTED VEHICLE
- (47) AND OBJECT
- (49) AND UNKNOWN OTHER VEHICLE CONFIGURATION

OTHER

- (57) VEHICLE TO OBJECT
- (58) VEHICLE TO VEHICLE
- (59) VEHICLE TO VEHICLE, CONFIGURATION UNKNOWN

ROLLOVER

- (61) LESS THAN 360°
- (62) 360° OR MORE
- (69) DETAILS UNKNOWN

UNKNOWN

- (99) IMPACT TYPE UNKNOWN

DAMAGE DA-4

CODES FOR VEHICLE/OBJECT CONTACTED

VEHICLE/OBJECT GROUPS

- (00) NO OBJECT
- (01) - (39) PASSENGER VEHICLE & TRUCK
- (40) - (69) OTHER VEHICLE
- (70) - (76) PEDESTRIAN & ON-ROADWAY OBJECT
- (77) - (97) OFF-ROADWAY OBJECT
- (98) OTHER (DESCRIBE)
- (99) UNKNOWN

PASSENGER VEHICLE

- (02) LARGE
- (03) LIMOUSINE
- (17) PICKUP
- (20) UNKNOWN PASSENGER VEHICLE BODY
- (24) SUB-MINI
- (25) MINI
- (26) SUB-COMPACT
- (27) COMPACT
- (28) INTERMEDIATE
- (29) FULL

SIZE

WHEELBASE

SUB-MINI	< 2286 mm (< 90")
MINI	2286 - 2412 mm (90" - 94.9")
SUB-COMPACT	2413 - 2539 mm (95" - 99.9")
COMPACT	2540 - 2666 mm (100" - 104.9")
INTERMEDIATE	2667 - 2793 mm (105" - 109.9")
FULL	2794 - 2920 mm (110" - 114.9")
LARGE	2921 - 3174 mm (115" - 124.9")
LIMOUSINE	> 3175 mm (> 125")

MULTIPURPOSE PASSENGER VEHICLE

- (11) SMALL VAN (MINI)
- (12) PICKUP
- (14) SMALL UTILITY (WHEELBASE LESS THAN 107",
E.G. JEEP, BRONCO)
- (15) LARGE UTILITY (WHEELBASE MORE THAN 107",
E.G. PANEL TRUCK, SUBURBAN)
- (16) PICKUP TRUCK WITH CANOPY/SHELL COVER
- (17) PICKUP CAR WITH CANOPY/SHELL COVER
- (21) MOTOR HOME
- (22) PICKUP TRUCK WITH SLIDE-IN CAMPER
- (23) PICKUP CAR WITH SLIDE-IN CAMPER
- (31) CHASSIS-MOUNTED CAMPER

TRUCK

- (11) SMALL VAN (E.G. ECONOLINE)
- (12) PICKUP TRUCK
- (13) UNKNOWN LIGHT TRUCK
- (15) LARGE UTILITY (E.G. PANEL TRUCK, SUBURBAN)
- (16) PICKUP TRUCK WITH CANOPY/SHELL COVER
- (22) PICKUP TRUCK WITH SLIDE-IN CAMPER
- (30) UNKNOWN TRUCK TYPE
- (31) CHASSIS-MOUNTED CAMPER
- (33) DELIVERY VAN (WALK-IN)
- (34) STRAIGHT TRUCK
- (35) TRUCK-TRACTOR (BOBTAIL)
- (36) CHASSIS-CAB
- (37) UNKNOWN HEAVY TRUCK
- (38) TRACTOR & SEMI-TRAILER (SEMI)
- (39) TRUCK (OR SEMI) & FULL TRAILER(S)

BUS

- (40) UNKNOWN BUS TYPE
- (41) SCHOOL BUS
- (42) INTERCITY BUS (BETWEEN CITIES)
- (43) TRANSIT BUS (INTRACITY)
- (44) STREETCAR (ON TRACKS)

MOTORCYCLE

- (50) UNKNOWN MOTORCYCLE TYPE
- (51) 1 - 75 cc
- (52) 76 - 125 cc
- (53) 126 - 250 cc
- (54) 251 - 500 cc
- (55) 501 - 750 cc
- (56) 751 cc +
- (57) 3-WHEELS (OR WITH SIDECAR)

SPECIAL PURPOSE VEHICLE

- (60) UNKNOWN/OTHER SPECIAL VEHICLE (DESCRIBE)
- (61) SNOWMOBILE
- (62) ATV (ALL TERRAIN VEHICLE)
- (63) AMPHIBIOUS VEHICLE
- (64) FARM VEHICLE
- (65) CONSTRUCTION VEHICLE
- (66) TRAILER, PRIVATE (CAMPER)
- (67) TRAILER, COMMERCIAL (CARGO)
- (68) TRAIN (CARS)
- (69) LOCOMOTIVE (ENGINE, SWITCHER)

OBJECT

- (70) PEDESTRIAN
- (71) BICYCLIST, OTHER PEDALCYCLIST
- (72) PEDESTRIAN CONVEYANCE (E.G. PERSON RIDING
ANIMAL, CART)
- (73) LARGE ANIMAL
- (74) FALLEN OBJECT (E.G. OBJECT DISLODGED FROM
OTHER VEHICLE, FALLEN TREE, ROCKS)
- (75) ROCKS
- (76) CONSTRUCTION EQUIPMENT (EXCLUDING (65))
- (77) SIGN POST, UTILITY POLE, TREE
- (78) DITCH
- (79) EMBANKMENT, SNOWBANK, RR TRACKS RR X
- (80) GROUND (ROLLOVER ONLY)
- (81) CURB (DAMAGE PRODUCING IMPACTS ONLY)
- (82) CULVERT
- (83) FENCE
- (84) HYDRANT, SHORT POST, STUMP
- (85) SMALL POST/TREE, RURAL MAIL BOX, MILE
MARKER, DELINEATOR
- (86) BUILDING
- (87) PIER, PILLAR, BRIDGE SUPPORT
- (88) ABUTMENT, RETAINING WALL
- (89) BRIDGE RAIL
- (90) GUARD RAIL, LEADING SECTION
- (91) GUARD RAIL, MIDDLE OR UNKNOWN
- (92) GUARD RAIL, TRAILING SECTION
- (93) GUARD POST (TIMBER, METAL, CONCRETE)
- (94) CABLE, FENCE BARRIER
- (95) CONCRETE BARRIER (MEDIAN)
- (96) IMPACT ATTENUATOR
- (97) BREAKAWAY FEATURES

Duplicate columns 1-8 from the previous card.		Module <u>C</u> <u>R</u> Format <u>0</u> <u>1</u> 9 10 11 12		CRASH RECONSTRUCTION CR-1 for ΔV				
	CASE VEHICLE PRIMARY IMPACT				CASE VEHICLE SECONDARY IMPACT			
	CASE VEHICLE		CONTACTED VEHICLE		CASE VEHICLE		CONTACTED VEHICLE	
EVENT NUMBER	<u>1</u> 13				<u>2</u> 47			
ΔV (km/h) TOTAL	<u>055</u> 14 15 16		<u>039</u> 32 33 34		<u>999</u> 48 49 50		<u>999</u> 66 67 68	
LONGITUDINAL*	<u>-055</u> 17 20		<u>-039</u> 35 38		<u>9999</u> 51 54		<u>9999</u> 69 72	
LATERAL*	<u>+000</u> 21 24		<u>+000</u> 39 42		<u>9999</u> 55 58		<u>9999</u> 73 76	
*NOTE: THESE ΔV COMPONENTS MUST INCLUDE SIGN.								
EXAMPLES: 10 km/h = <u>+010</u> -7 km/h = <u>-007</u>								
ENERGY DISSIPATED BY CRUSH (kj)	<u>0140</u> 25 28		<u>0178</u> 43 46		<u>9999</u> 59 62		<u>9999</u> 77 80	
RECONSTRUCTION	139643		178200					
(01) RECONSTRUCTED, UNKNOWN CONFIDENCE LEVEL	<u>22</u> 29 30				<u>12</u> 63 64			
(21) RECONSTRUCTED, LOW CONFIDENCE LEVEL								
(22) RECONSTRUCTED, MODERATE CONFIDENCE LEVEL								
(23) RECONSTRUCTED, HIGH CONFIDENCE LEVEL								
NOT RECONSTRUCTED BECAUSE								
(02) INSUFFICIENT DATA								
(03) EXCESSIVE UNDERRIDE/OVERRIDE								
(04) ROLLOVER								
(05) VAULTING								
(06) OTHER TRAVEL IN MORE THAN ONE PLANE								
(07) NON-HORIZONTAL FORCE								
(08) SIDESWIPE-TYPE DAMAGE								
(09) YIELDING OBJECT								
(10) OTHER: _____								
(11) AT LEAST ONE VEHICLE BEYOND SCOPE								
(12) OTHER VEHICLE NOT INSPECTED								
MODE								
(1) CDC ONLY								
(2) CDC & DETAILED DAMAGE								
(3) TRAJECTORY & CDC								
(4) TRAJECTORY & CDC & DETAILED DAMAGE								
(5) NOT RECONSTRUCTED								
COMPUTER PROGRAM SPECIFY: _____								

Duplicate columns 1-8 from the previous card.		Module <u>C</u> <u>R</u> Format <u>0</u> <u>2</u> 9 10 11 12		CRASH RECONSTRUCTION CR-2 for EBS			
		CASE VEHICLE PRIMARY IMPACT		CASE VEHICLE SECONDARY IMPACT			
		CASE VEHICLE	CONTACTED VEHICLE	CASE VEHICLE	CONTACTED VEHICLE		
EVENT NUMBER		<u>1</u> 13		<u>2</u> 47			
EBS (km/h)	TOTAL	<u>048</u> 14 15 16	<u>045</u> 32 33 34	<u>037</u> 48 49 50	<u>999</u> 66 67 68		
	LONGITUDINAL*	<u>-048</u> 17 20	<u>-045</u> 35 38	<u>+034</u> 51 54	<u>9999</u> 69 72		
	LATERAL*	<u>+000</u> 21 24	<u>+000</u> 39 42	<u>-013</u> 55 58	<u>9999</u> 73 76		
*NOTE: THESE EBS COMPONENTS MUST INCLUDE SIGN.							
EXAMPLES: 10 km/h = ± 0 1 0 -7 km/h = - 0 0 7							
ENERGY DISSIPATED BY CRUSH (kj)		<u>0140</u> 25 28 139643	<u>0178</u> 43 46 178200	<u>0082</u> 59 62 82222	<u>9999</u> 77 80		
RECONSTRUCTION							
(01) RECONSTRUCTED, UNKNOWN CONFIDENCE LEVEL		<u>23</u> 29 30		<u>21</u> 63 64			
(21) RECONSTRUCTED, LOW CONFIDENCE LEVEL							
(22) RECONSTRUCTED, MODERATE CONFIDENCE LEVEL							
(23) RECONSTRUCTED, HIGH CONFIDENCE LEVEL							
NOT RECONSTRUCTED BECAUSE							
(02) INSUFFICIENT DATA							
(03) EXCESSIVE UNDERRIDE/ OVERRIDE							
(04) ROLLOVER							
(05) VAULTING							
(06) OTHER TRAVEL IN MORE THAN ONE PLANE							
(07) NON-HORIZONTAL FORCE							
(08) SIDESWIPE-TYPE DAMAGE							
(09) YIELDING OBJECT							
(10) OTHER: _____							
(11) AT LEAST ONE VEHICLE BEYOND SCOPE							
(12) OTHER VEHICLE NOT INSPECTED							
MODE							
(1) CDC ONLY		<u>2</u> 31		<u>2</u> 65			
(2) CDC & DETAILED DAMAGE							
(3) TRAJECTORY & CDC							
(4) TRAJECTORY & CDC & DETAILED DAMAGE							
(5) NOT RECONSTRUCTED							
COMPUTER PROGRAM SPECIFY: _____							

Duplicate columns 1-8
from the previous card.Module C R Format 0 3
9 10 11 12

CRASH RECONSTRUCTION CR-3

NOTES:

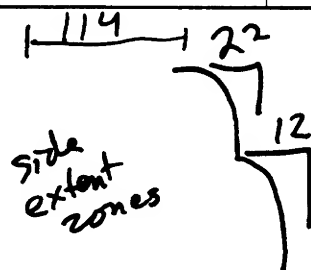
1. ENTER CRASH RECONSTRUCTION DAMAGE MEASUREMENTS IN CENTIMETERS.
2. MEASURE C_1 TO C_6 FROM DRIVER TO PASSENGER SIDE IN FRONT OR REAR IMPACTS, REAR TO FRONT IN SIDE IMPACTS.
3. D IS POSITIVE IF MEASURED TO A POINT FORWARD OF OR TO THE RIGHT OF THE CG.
4. USE THE CENTER OF THE WHEELBASE AS THE CG.

CASE VEHICLE

LOCATOR

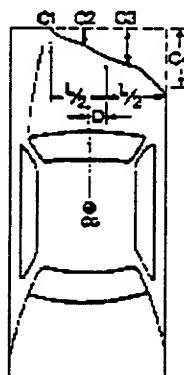
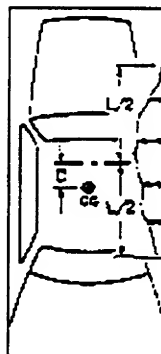
Locate the end of the damage with respect to the vehicle longitudinal center line, or an undamaged axle for side impacts.

Specific Impact No.	Location of Direct Damage	Location of Field L
1	Begins (L) front bumper corner	B.C. to B.C.
2	Begins (R) rear fender corner	



PLANE:

- (1) Bumper
- (2) Above Bumper
- (3) Sill
- (4) Above Sill
- (5) Other _____
- (9) Unknown


DL 148
UDL 0

CRUSH PROFILE IN CENTIMETERS

NOTE: Each line in the table below is a separate record (card).

Duplicate columns 1 - 12 for each completed line.

Specific Impact Number	Plane of Impact C-Measur.	Direct Damage		Field L	C ₁	C ₂	C ₃	C ₄	C ₅	C ₆	±D
		Length (DDL)	Max Crush								
1	Bumper	148	66	163	64	51	50	56	75	74	0
	Freospace				-26	-9	-1.5	-1.5	-9	-26	
					38	42	48.5	54.5	66	48	
1	1	148	066	163	038	042	049	055	066	048	+000
13	14	15 16 17	18 19 20	21 22 23	24 25 26	27 28 29	30 31 32	33 34 35	36 37 38	39 40 41	42 43 44 45
2	Above Sill	180	63	185	68	50	25	22	16	2	-162
	Freospace				-5	-3	-2.5	-2.5	-2.5	-2.5	
					63	47	22.5	19.5	13.5	0	
2	4	180	063	185	063	047	023	020	014	000	-162

Duplicate columns 1-8
from the previous card.Module C R Format 0 4
9 10 11 12

CRASH RECONSTRUCTION CR-4

NOTES:

1. ENTER CRASH RECONSTRUCTION DAMAGE MEASUREMENTS IN CENTIMETERS.
2. MEASURE C_1 TO C_6 FROM DRIVER TO PASSENGER SIDE IN FRONT OR REAR IMPACTS, REAR TO FRONT IN SIDE IMPACTS.
3. D IS POSITIVE IF MEASURED TO A POINT FORWARD OF OR TO THE RIGHT OF THE CG.
4. USE THE CENTER OF THE WHEELBASE AS THE CG.

OTHER VEHICLE

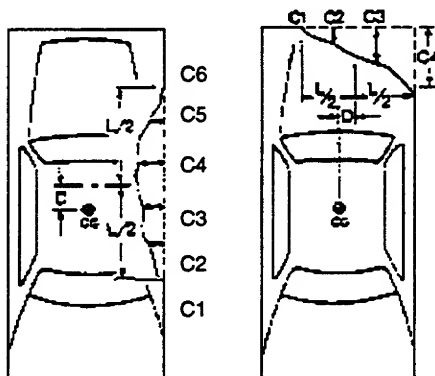
LOCATOR

Locate the end of the damage with respect to the vehicle longitudinal center line, or an undamaged axle for side impacts.

Specific Impact No.	Location of Direct Damage	Location of Field L
1	Begins (R) front bumper corner	B.C. to B.C.

PLANE:

- (1) Bumper
- (2) Above Bumper
- (3) Sill
- (4) Above Sill
- (5) Other _____
- (9) Unknown



DL

144

UDL

36

CRUSH PROFILE IN CENTIMETERS

NOTE: Each line in the table below is a separate record (card).

Duplicate columns 1 - 12 for each completed line.

Specific Impact Number	Plane of Impact C-Measur.	Direct Damage		Field L	C ₁	C ₂	C ₃	C ₄	C ₅	C ₆	±D
		Length (DDL)	Max Crush								
1	Bumper	144	C3	154	28	32	55	52	38	25	+18
	-Free space				-10	-2	-5	-5	-2	-10	
					18	30	54.5	51.5	36	15	
1	1	144	055	154	018	030	055	052	036	015	+018
13	14	15 16 17	18 19 20	21 22 23	24 25 26	27 28 29	30 31 32	33 34 35	36 37 38	39 40 41	42 43 44 45
2											

Duplicate columns 1-8
from the previous card.

Module W 9 T 10 Format 0 11 1 12

WHEELS AND TIRES

WT-1

WHEELS--DAMAGED

- (0) NO
(1) YES
(9) UNKNOWN

LF

①
13

RF

①

RR

①

LR

①
16

SIZE (NOT DOT CODE. IF UNKNOWN, USE 9'S)

LF

P 2 0 5 7 0 R 1 5
25

RF

P 2 0 5 7 0 R 1 5
35

RR

P 2 0 5 7 0 R 1 5
45

LR

P 2 0 5 7 0 R 1 5
55

TIRE TREAD TYPE

- (1) REGULAR
(2) SNOW
(3) SLICKS
(4) ALL WEATHER (MS)
(7) OTHER: _____
(9) UNKNOWN

LF

4
17

RF

4

RR

4

LR

4
20

CARCASS CONSTRUCTION

- (1) BIAS
(2) BELTED BIAS
(3) RADIAL
(4) ELLIPTICAL
(5) HI PRESSURE SPARE
(6) SPACE SAVER SPARE
(7) OTHER: _____
(9) UNKNOWN

LF

3
21

RF

3

RR

3

LR

3
24

IF VEHICLE IS EQUIPPED WITH DUAL
WHEELS, COMPLETE FOR OUTER WHEELS
AND MAKE NOTES ON INNER WHEELS.

NOTES: _____

Duplicate columns 1-8 from the previous card. Module <u>F</u> <u>T</u> Format <u>0</u> <u>1</u> 9 10 11 12		FUEL AND FUEL TANKS FT-1	
TYPE OF PROPULSIVE FUEL (1) GASOLINE (2) DIESEL OIL (3) LPG (4) ELECTRIC (7) OTHER: _____ (9) UNKNOWN	<u>1</u> 13	AUXILIARY TANK TYPE (1) OEM TANK (2) AFTER MARKET TANK (8) NOT APPLICABLE (NOT EQUIPPED) (9) UNKNOWN	<u>8</u> 21
MAIN TANK LOCATION	<u>322</u> 14 16	AUXILIARY TANK LOCATION	<u>888</u> 22 24
MAIN FILLER CAP LOCATION	<u>113</u> 17 19	AUXILIARY FILLER CAP LOCATION	<u>888</u> 25 27
MAIN TANK MATERIAL	<u>3</u> 20	AUXILIARY TANK MATERIAL	<u>8</u> 28

TANK AND FILLER CAP LOCATION CODES

FIRST DIGIT (LONGITUDINAL)

(1) BEHIND KICK-UP
 (2) IN KICK-UP
 (3) BETWEEN KICK-UP & COWL
 (4) FORWARD OF COWL
 (8) NOT APPLICABLE (NOT EQUIPPED)
 (9) UNKNOWN

SECOND DIGIT (LATERAL)

(1) LEFT OF FRAME
 (2) WITHIN FRAME OR CENTERED
 (3) RIGHT OF FRAME
 (4) DUAL, RIGHT & LEFT TANKS
 (8) NOT APPLICABLE (NOT EQUIPPED)
 (9) UNKNOWN

THIRD DIGIT (VERTICAL)

(1) BELOW FRAME
 (2) WITHIN FRAME OR CENTERED
 (3) ABOVE FRAME
 (8) NOT APPLICABLE (NOT EQUIPPED)
 (9) UNKNOWN

TANK MATERIAL CODES

(1) STEEL
 (2) ALUMINUM
 (3) PLASTIC
 (7) OTHER
 (8) NOT APPLICABLE (NOT EQUIPPED)
 (9) UNKNOWN

Duplicate columns 1-8
from the previous card.

Module F L Format 0 1
9 10 11 12

FUEL LEAKAGE FL-1

DID FUEL LEAKAGE RESULT FROM A CRASH EVENT

(0) NO KNOWN LEAKAGE SKIP PAGE.

(1) YES COMPLETE PAGE.



LEAK NUMBER	I LEAKING COMPONENT	II COMPONENT SOURCE	III TYPE OF DAMAGE	IV SEVERITY OF DAMAGE	V LOCATION OF LEAK	EVENT NUMBER
#1	14 15	—	—	—	— —	21
#2	22 23	—	—	—	— —	29
#3	30 31	—	—	—	— —	37
#4	38 39	—	—	—	— —	45
#5	46 47	—	—	—	— —	53

I LEAKING COMPONENT

TANK AREA

- (11) MAIN FUEL TANK (INCLUDING VAPOR RECOVERY DOME)
- (12) AUXILIARY FUEL TANK
- (13) MAIN TANK FILLER TUBE
- (14) MAIN TANK CAP (GAS CAP)
- (15) AUXILIARY TANK FILLER TUBE
- (16) AUXILIARY TANK CAP (GAS CAP)
- (19) TANK AREA, DETAILS UNKNOWN

DELIVERY SYSTEM

- (21) FUEL FEED LINE (MAIN TANK TO FUEL PUMP)
- (22) FUEL FEED LINE (AUXILIARY TANK TO FUEL PUMP)
- (23) FUEL RETURN LINE (FUEL PUMP TO TANK)
- (24) INLINE FUEL FILTER
- (25) FUEL LINE (PUMP TO CARBURETOR OR INJECTOR PUMP)
- (26) CARBURETOR TO INJECTOR PUMP
- (27) FUEL PUMP
- (29) DELIVERY SYSTEM, DETAILS UNKNOWN

EVAPORATIVE EMISSION CONTROL SYSTEM

- (31) ATMOSPHERIC VENT PIPE (NON-EEC EQUIPPED)
- (32) EEC PIPE (VAPOR CANISTER TO CARBURETOR)

EEC SYSTEM (CONTINUED)

- (33) VAPOR RECOVERY HOSES (CANISTER TO CARBURETOR)
- (34) LIQUID-VAPOR SEPARATOR (UNLESS PART OF TANK)
- (35) CANISTER
- (39) EEC SYSTEM, DETAILS UNKNOWN
- (49) ENGINE COMPARTMENT, COMPONENT UNKNOWN
- (99) COMPONENT UNKNOWN

II COMPONENT SOURCE

- (1) OEM
- (2) AFTER MARKET
- (9) UNKNOWN

III TYPE OF DAMAGE

- (1) DENTED/CRUSHED
- (2) PUNCTURED
- (3) RUPTURED
- (4) SEVERED/GROSS TEARS
- (5) DISCONNECTED/DEFEATED
- (9) UNKNOWN

IV SEVERITY OF DAMAGE

- (1) MINOR
- (2) MODERATE
- (3) SEVERE
- (4) DISCONNECTED/DEFEATED
- (9) UNKNOWN

V LOCATION OF LEAK

FIRST DIGIT
(LONGITUDINAL LOCATION)

- (1) F, FORWARD OF COWL
- (2) P, BETWEEN COWL & REAR BULKHEAD
- (3) B, BEHIND REAR BULKHEAD
- (4) Y, F, & P
- (5) Z, P, & B
- (6) D, DISTRIBUTED (F, P & B)
- (9) UNKNOWN

SECOND DIGIT
(LATERAL LOCATION)

- (1) L, LEFT
- (2) C, CENTER
- (3) R, RIGHT
- (4) Y, LEFT CENTER (L & C)
- (5) Z, RIGHT CENTER (R & C)
- (6) D, DISTRIBUTED (F, P & B)
- (9) UNKNOWN

FIRE FR-1

Duplicate columns 1-8
from the previous card.Module F R Format 0 1
9 10 11 12

WAS THERE FIRE IN OR ON CASE VEHICLE?

(0) NO SKIP PAGE.(1) YES COMPLETE PAGE.①
13

DID FIRE START IN CASE VEHICLE?

- (0) NO
(1) YES
(9) UNKNOWN

—
14

SEVERITY OF FIRE DAMAGE

- (1) MINOR
(2) MODERATE
(3) SEVERE
(9) UNKNOWN

—
16

FLAME PROPOGATION RATE

- (1) RAPID/EXPLOSIVE
(2) SLOW/MODERATE
(9) UNKNOWN

—
15DID AN INJURY TO CASE
VEHICLE OCCUPANT RESULT FROM
FIRE IN OR ON CASE VEHICLE?

- (0) NO
(1) YES
(9) UNKNOWN

—
17

PROVIDE NOTES IF FIRE OCCURRED.

Duplicate columns 1-8
from the previous card.Module E D Format 0 1
9 10 11 12

EXTERIOR DAMAGE

ED-1

HOOD PERFORMANCE

FOR THE FOLLOWING, USE CODES:

- (0) NO
(1) YES
(8) NOT APPLICABLE
(9) UNKNOWN

HOOD LATCH(ES)- -RELEASED

-DAMAGED

-JAMMED

HOOD HINGES- -LEFT, DAMAGED

-LEFT, SEPARATED
(COMPLETE)

-RIGHT, DAMAGED

-RIGHT, SEPARATED
(COMPLETE)

HOOD REMAINED ON VEHICLE

REAR EDGE OF HOOD- -ELEVATED

-CONTACTED WINDSHIELD

-PENETRATED WINDSHIELD

HOOD LATCH LOCATION

- (1) FRONT OF VEHICLE
(2) COWL AREA
(3) SIDE
(8) NOT APPLICABLE
(9) UNKNOWN

STEERING COL FLEXIBLE COUPLING

FLEXIBLE COUPLING TYPE

- (0) NONE
(1) FLEXIBLE MATERIAL
(2) POT
(3) SINGLE U-JOINT
(4) DOUBLE U-JOINT
(5) FLEXIBLE CABLE
(6) COMBINATION OF ABOVE
(CIRCLE EACH)
(7) OTHER: _____
(8) EQUIPPED, TYPE UNKNOWN
(9) UNKNOWN, IF EQUIPPED

COUPLING-

-DAMAGED

(USE CODES
FROM HOOD
PERFORMANCE)-SEPARATED
(COMPLETE)

ENG COMPART TELESCOPING UNIT

TYPE OF UNIT

- (00) NONE INSTALLED
(01) - (07) SEE UNITS ON PAGE ED-2
(88) NOT COLLECTED
(97) OTHER: _____
(98) EQUIPPED, TYPE UNKNOWN
(99) UNKNOWN IF EQUIPPED

ORIGINAL LENGTH (mm)

F (OR H): _____

TELESCOPED LENGTH (mm)

G: _____

DIFFERENCE (mm)

F (OR H) - G

(IF LESS THAN 15mm, ENTER "000".)

- (888) NOT COLLECTED
(991) NOT MEASURED/NO
COMPRESSION
(992) COMPRESSED, AMOUNT
UNKNOWN
(993) DEVICE EXTENDED
(997) UNABLE TO BE MEASURED
(998) NOT APPLICABLE (NOT
EQUIPPED)
(999) UNKNOWN

ENGINE OR TRANSMISSION MOUNT

SEPARATION (COMPLETE)

- (0) NO
(1) YES
(9) UNKNOWN

EXTERIOR DAMAGE

ED-2

LEFT-SIDE BODY MOUNT

DID BODY MOUNT SEPARATE?

- (0) NO
 (1) YES
 (8) NOT APPLICABLE
 (9) UNKNOWN

8
 34

LEFT PILLARS

PILLARS SEPARATED COMPLETELY -

USE CODES:

- (0) NO
 (1) YES
 (4) NO SEPARATION, BUT DAMAGED
 (8) NOT APPLICABLE (NOT EQUIPPED)
 (9) UNKNOWN

-A-PILLAR, UPPER

1
 35

LOWER

0
 36

-B-PILLAR, UPPER

1
 37

LOWER

0
 38

-C-PILLAR, UPPER

1
 39

LOWER

0
 40

-D-PILLAR, UPPER

8
 41

LOWER

8
 42

LEFT DOORS

HOW DID DOORS
OPEN DURING COLLISION?

USE CODES:

(0) DOOR DID NOT OPEN

OPENED BECAUSE OF

- (1) HINGE AREA SEPARATION
 (2) DOOR-LATCH SEPARATION
 (3) LATCH-STRIKER SEPARATION
 (4) STRIKER-PILLAR SEPARATION
 (5) BODY DISTORTION
 (6) COMBINATION OF ABOVE
 (CIRCLE EACH)
 (7) OPENED, REASON UNKNOWN
 (8) NOT APPLICABLE (NO DOOR)
 (9) UNKNOWN

-FRONT

0
 43

-REAR

0
 44

DOORS JAMMED CLOSED-

USE CODES:

- (0) NO
 (1) YES
 (8) NOT APPLICABLE (NO DOOR)
 (9) UNKNOWN

-FRONT

1
 45

-REAR

0
 46

EXTERIOR DAMAGE

ED-3

REAR DOOR

REAR DOOR TYPE

- (0) NO DOOR (INCLUDES PICKUPS)
- (1) HATCHBACK
- (2) ONE-WAY TAILGATE
- (3) TWO-WAY TAILGATE
- (4) CLAMSHELL/DISAPPEARING TAILGATE
- (5) SINGLE DOOR
- (6) DOUBLE DOOR
- (9) UNKNOWN

Hatchback



One-way



Two-way



or



Clamshell



Single door



Double door

HOW DID DOOR
OPEN DURING COLLISION?

- (0) DOOR DID NOT OPEN

OPENED BECAUSE OF

- (1) HINGE AREA SEPARATION
- (2) DOOR-LATCH SEPARATION
- (3) LATCH-STRIKER SEPARATION
- (4) STRIKER-PILLAR SEPARATION
- (5) BODY DISTORTION
- (6) COMBINATION OF ABOVE
(CIRCLE EACH)
- (7) OPENED, REASON UNKNOWN
- (8) NOT APPLICABLE (NO DOOR)
- (9) UNKNOWN

DOOR JAMMED CLOSED

- (0) NO
- (1) YES
- (8) NOT APPLICABLE (NO DOOR)
- (9) UNKNOWN

0
47

8
48

8
49

OTHER REAR DAMAGE

WAS PARTITION TO LUGGAGE AREA
DAMAGED DURING COLLISION?

- (0) NO
- (1) YES
- (8) NOT APPLICABLE
- (9) UNKNOWN

1
50

SPARE TIRE

- (0) NO SPARE TIRE
- (1) NOT ATTACHED BEFORE COLLISION
- (2) ATTACHED, NOT SEPARATED IN COLLISION
- (3) ATTACHED, SEPARATED DUE TO COLLISION
- (8) NOT COLLECTED
- (9) UNKNOWN

8
51

TRAILER HITCH TYPE

- (0) NO HITCH

BALL-AND-SOCKET TYPES

- (1) TEMPORARY FRAMEWORK (E.G. RENTAL CLAMP-ON)
- (2) BUMPER-MOUNT ONLY (E.G. LIGHT TRUCK)
- (3) BUMPER-AND-FRAME (BUT NON-EQUALIZING)
- (4) LOAD EQUALIZING

OTHER TYPES

- (5) RING-AND-PINTLE
- (6) FIFTH-WHEEL (INCL. P/U)
- (7) OTHER (E.G. CLEVIS-AND-PIN)

- (8) EQUIPPED, TYPE UNKNOWN
- (9) UNKNOWN IF EQUIPPED

0
52

TRAILER TYPE
(AT TIME OF COLLISION)

- (0) NO TRAILER
- (1) TRAVEL-TRAILER/CAMPER
- (2) MOBILE HOME
- (3) BOAT/SNOWMOBILE/ATV TRAILER
- (4) UTILITY TRAILER
- (5) TOWED CAR
- (7) OTHER: _____
- (8) TRAILER, TYPE UNKNOWN
- (9) UNKNOWN

0
53

EXTERIOR DAMAGE

ED-5

WINDSHIELD DAMAGE

WINDSHIELD CRACKED

- (0) NO
 (1) YES
 (8) NOT APPLICABLE
 (9) UNKNOWN

1
 70

WINDSHIELD BROKEN
(PLASTIC INTERLAYER TORN)

- (0) NO
 (1) YES
 (8) NOT APPLICABLE
 (9) UNKNOWN

1
 71

CRACKED OR BROKEN
BY OCCUPANT CONTACT

- (0) NO
 (1) YES
 (8) NOT APPLICABLE
 (9) UNKNOWN

0
 72

EXTENT OF BOND SEPARATION

- (0) NONE
 (1) 1 - 20%
 (2) 21 - 40
 (3) 41 - 60
 (4) 61 - 80
 (5) 81 - 99
 (6) TOTAL
 (7) SEPARATED, AMOUNT
 UNKNOWN
 (8) NOT APPLICABLE
 (9) UNKNOWN

1
 73

WINDSHIELD MARK ON CASE VEHICLE:

WINDSHIELD CODE

- (97) DESCRIBED BUT NOT CODED
 (98) NOT APPLICABLE (NO WINDSHIELD)
 (99) UNKNOWN

99
 74 75

ROOF

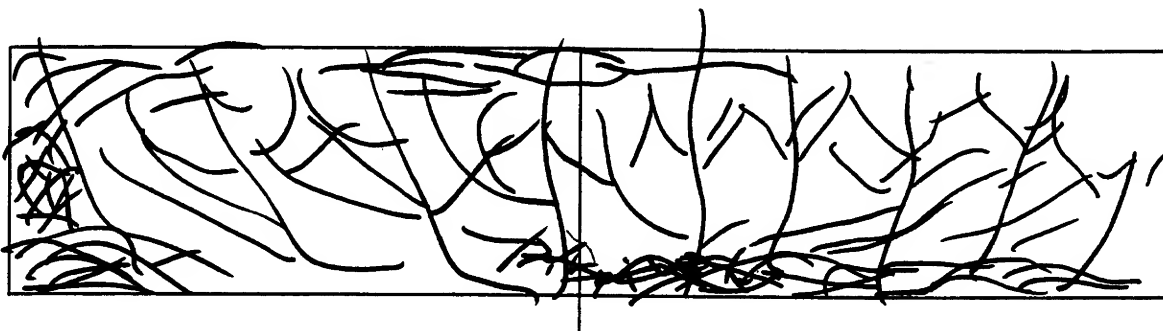
DID T-ROOF/SUN ROOF OPEN
DURING COLLISION?

- (0) NO
 (1) YES
 (8) NOT APPLICABLE
 (9) UNKNOWN

Glass
 popped out of
 frame

1
 76





LOCATE AREA OF WINDSHIELD INTEREST OR DAMAGE WITH DIMENSIONS (VERTICAL & HORIZONTAL) ON THIS DIAGRAM OF THE WINDSHIELD AS VIEWED FROM INSIDE.



unk
 L

unk
 C

unk
 R

Duplicate columns 1-8 from the previous card.		Module <u>S</u> <u>C</u> Format <u>0</u> <u>1</u> 9 10 11 12	STEERING WHEEL AND COLUMN SC-1
STEERING WHEEL STEERING WHEEL RIM DAMAGE (0) NONE (1) DEFORMED SLIGHTLY (2) SEVERELY BENT (3) BROKEN (9) UNKNOWN NUMBER OF STEERING WHEEL SPOKES (9) UNKNOWN STEERING WHL SPOKE DAMAGE (0) NONE (1) DEFORMED SLIGHTLY (2) SEVERELY BENT (3) BROKEN (9) UNKNOWN		<div style="text-align: center;">1 13</div> <div style="text-align: center;">4 14</div> <div style="text-align: center;">1 15</div>	STEERING WHEEL POSITION AT TIME OF COLLISION IN WHAT O'CLOCK POSITION WAS THE NORMAL TOP OF THE WHEEL POINTED WHEN THE COLLISION OCCURRED? EXAMPLES O'CLOCK = <u>1 2</u> O'CLOCK = <u>2 2</u>  (NORMAL STRAIGHT AHEAD)  O'CLOCK = <u>12</u> (99) UNKNOWN
STEERING COLUMN OPTIONS TILT FEATURE (0) NOT EQUIPPED (1) YES, EQUIPPED, UNK POSITION (2) UP (3) MIDDLE (4) LOWER (9) UNKNOWN IF EQUIPPED SWING-AWAY FEATURE (0) NOT EQUIPPED (1) YES, EQUIPPED (9) UNKNOWN IF EQUIPPED TELESCOPING FEATURE (0) NOT EQUIPPED (1) YES, EQUIPPED (9) UNKNOWN IF EQUIPPED		<div style="text-align: center;">2 16</div> <div style="text-align: center;">0 17</div> <div style="text-align: center;">0 18</div>	STEERING WHEEL ENERGY ABSORBING DEVICE <div style="display: flex; justify-content: space-between;"> <div>   </div> <div> EXAMPLES: BARRACUDA, 70 - 74 CHALLENGER, 70 - 74 CAPRI, 71 - 77 EXAMPLES: OMNI, 78 - HORIZON, 78 - </div> </div> TYPE OF DEVICE (0) NONE (1) CONVOLUTED OR MESH CYLINDER (2) DEEP DISH STEERING WHEEL (7) OTHER: _____ (8) NOT COLLECTED (9) UNKNOWN IF EQUIPPED ORIGINAL DIMENSION (mm) A: _____ DAMAGE DIMENSION (mm) B: _____ DIFFERENCE (mm) A - B (888) NOT COLLECTED (991) NOT MEASURED/NO APPARENT COMPRESSION (992) COMPRESSED, AMOUNT UNKNOWN (993) DEVICE EXTENDED (997) UNABLE TO MEASURE (998) NOT APPLICABLE (NOT EQUIPPED) (999) UNKNOWN

8
20

8
22

STEERING WHEEL AND COLUMN SC-2

STEERING COLUMN
ENERGY ABSORBING DEVICE

TYPE OF DEVICE * (IF 27 OR 28)

- (00) NOT EQUIPPED
(88) NOT COLLECTED
(99) UNKNOWN

8 8
23 24

ORIGINAL LENGTH (mm)

C: _____

COMPRESSED LENGTH (mm)

D: _____

BRACKET DEFLECTION (IF CODE 36, 48,
OR 49 ABOVE)

OR

COMPRESSION (OR EXTRUSION) (mm)

C - D (OR E) (TOLERANCE: ± 10)

- (888) NOT COLLECTED
(991) NOT MEASURED/NO APPARENT
COMPRESSION
(992) COMPRESSED, AMOUNT UNKNOWN
(993) DEVICE EXTENDED
(997) UNABLE TO BE MEASURED
(998) NOT APPLICABLE (NOT EQUIPPED)
(999) UNKNOWN

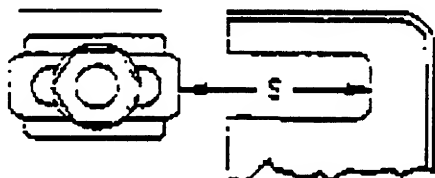
8 8 8
25 27

* (ADD A & B FOR TOTAL COMPRESSION)

SHEAR CAPSULE SEPARATION (mm)

S (USE AVG. OF LEFT & RIGHT CAPSULES.)

LT:



RT:

- (888) NOT COLLECTED
(991) NOT MEASURED/NO APPARENT
SEPARATION
(992) SEPARATED, AMOUNT UNKNOWN
(997) UNABLE TO BE MEASURED
(998) NOT APPLICABLE (NOT EQUIPPED)
(999) UNKNOWN

8 8 8
28 30

COLUMN VERTICAL ROTATION

- (0) NO APPARENT ROTATION
(1) UPWARD APPARENT ROTATION
(2) DOWNWARD APPARENT ROTATION
(9) UNKNOWN

1
31

COLUMN LATERAL ROTATION

- (0) NO APPARENT ROTATION
(1) LEFT APPARENT ROTATION
(2) RIGHT APPARENT ROTATION
(9) UNKNOWN

0
32

STEERING WHEEL (CONTINUED)

STEERING WHEEL HUB DAMAGE

- (0) NONE
(1) OCCUPANT CONTACT
(2) AIRBAG
(3) OTHER _____
(9) UNKNOWN

0
33

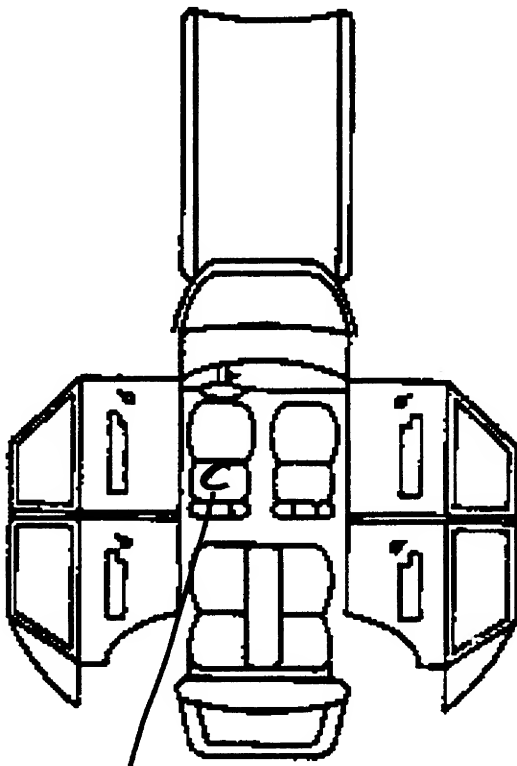
INTRUSION IT-1						
Location of Intrusion	Intruded Component	(All Measurements Are in Centimeters)				Dominant Crush Direction
		Comparison Value	—	Intruded Value	= Intrusion	
11	Toe pan below Ⓡ Knee	70	—	34	= 36	Rearward
11	Toe pan below Ⓢ Knee	70	—	33	= 37	"
11	I. P.	82	—	57	= 25	"
11	Roof siderail	60	—	46	= 14	Right
13	Toe pan	70	—	20	= 50	Rearward
13	I. P.	82	—	60	= 22	"
13	Roof siderail	60	—	48	= 12	Left
21	Seat back	105	—	93	= 12	forward
21	roof	84	—	68	= 16	down
22	Seat back	105	—	77	= 28	forward
22	roof	84	—	69	= 15	down
23	Seat back	105	—	69	= 36	forward
23	roof	84	—	79	= 5	down
			—		=	
			—		=	
			—		=	

OCCUPANT CONTACT WORKSHEET

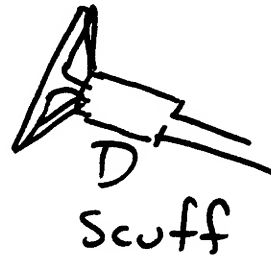
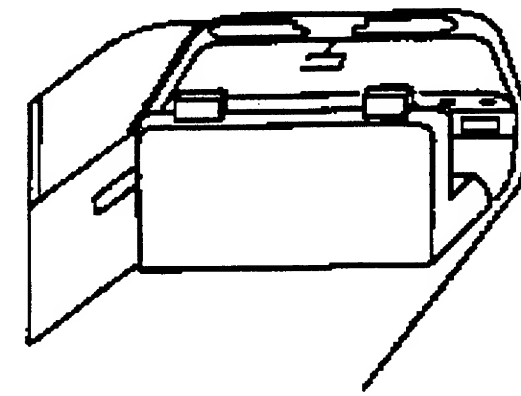
Contact	Interior Component Contacted	Occupant No. if Known	Body Region if Known	Supporting Physical Evidence	Confidence Level of Contact Point
A	Brake pedal	1	foot	Scuffed	
B	Knee bolster	1	Knee	large dent	
C	Seat back	1	body	jammed in reclined position	
D	Steering column	1	Knee	Scuff on underside	
E					
F					
G					
H					
I					
J					

INTRUSION IT-2

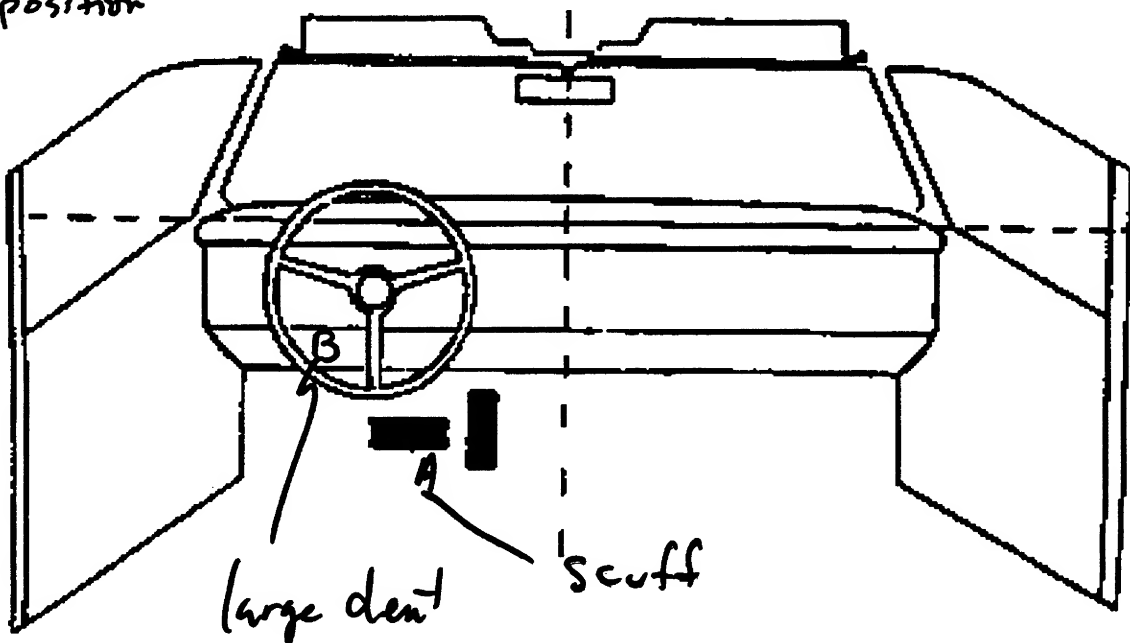
VEHICLE OCCUPANT CONTACT DIAGRAM



Seat back
jammed in
reclined
position



Scuff



large dent

Scuff

INTRUSION IT-3**CODES FOR COLUMN B, OCCUPANT SPACE NUMBER**

OCCUPANT SPACE NUMBER IS A TWO-DIGIT CODE. THE USE OF THE CODE IS DETERMINED BY THE VEHICLE SEAT CONFIGURATION AT THE TIME OF THE ACCIDENT.

FIRST DIGIT

THE FIRST DIGIT (LEFT DIGIT) DENOTES THE SEAT ROW, WITH CODE VALUES FROM 1 TO 5.

SECOND DIGIT

THE SECOND DIGIT (RIGHT DIGIT) DENOTES THE POSITION ON THE SEAT AND, IN SOME INSTANCES, THE WIDTH OF THE SEAT.

- | | | | |
|--------------------------|-----------------|-------------------------|---|
| (1) LEFT | (3) RIGHT | | INDIVIDUAL SEAT |
| (1) LEFT | (2) CENTER | (3) RIGHT | BENCH: FULL WIDTH 3 PASSENGER |
| (1) LEFT | (2) LEFT CENTER | (6) RIGHT CENTER | (3) RIGHT BENCH: FULL WIDTH 4 PASSENGER |
| (1) LEFT | (2) CENTER | (5) RIGHT & AISLE SPACE | BENCH: PARTIAL WIDTH, LEFT |
| (0) LEFT & SPACE | (2) CENTER | (5) RIGHT & SPACE | BENCH: PARTIAL WIDTH, CENTERED |
| (4) ENTIRE VEHICLE WIDTH | | CARGO AREA | |

EXAMPLES

THE TWO FIGURES BELOW PROVIDE EXAMPLES OF THE OCCUPANT SPACE NUMBER.

PASSENGER CAR
5 PASSENGERS

X	X	11	13
X	X	X	21 22 23

VAN
12 PASSENGER CAPACITY

X	X	11	13
X	X	X	21 22 25
X	X	X	31 32 35
X	X	X	X 41 42 46 43

CODES FOR COLUMN F, MEASUREMENT AXIS

- (X) X-AXIS (FORE & AFT)
(Y) Y-AXIS (LATERAL)
(Z) Z-AXIS (VERTICAL)

CODES FOR COLUMNS G, H, I & J, OCCUPANT & INJURY NUMBERS

OCCUPANT NUMBER	INJURY NUMBER	<u>CONTACT</u>
(00)	(00)	NO CONTACT
(##)	(00)	CONTACT, NO INJURY
(97)	(99)	CONTACT, OCCUPANT UNKNOWN, INJURY UNKNOWN
(99)	(00) OR (99)	UNKNOWN IF CONTACT

INTRUSION IT-4

CODES FOR COLUMN C, INTRUDING COMPONENT OR OBJECT

NOTE: DO NOT CODE OBJECTS OTHER THAN COMPONENTS OF CASE VEHICLE.

INDIVIDUAL COMPONENT

INTERNAL

- (01) INSTRUMENT PANEL
- (02) FIRE WALL
- (03) TOE PAN
- (04) FLOOR PAN
- (05) STEERING COLUMN
- (06) WINDSHIELD
- (07) WINDSHIELD HEADER
- (08) A-PILLAR
- (09) DOOR PANEL OR SIDE PANEL
- (10) WINDOW FRAME
- (11) B-PILLAR
- (12) C-PILLAR
- (13) D-PILLAR
- (14) ROOF SIDE RAILS
- (15) ROOF OR CONVERTIBLE TOP
- (16) BACKLIGHT HEADER
- (17) FRONT SEAT-BACK SURFACE/
SEAT-BACK BACK SURFACE
- (18) SECOND SEAT-BACK SURFACE
SEAT-BACK BACK SURFACE
- (19) THIRD SEAT-BACK SURFACE
SEAT-BACK BACK SURFACE
- (20) FOURTH SEAT-BACK SURFACE
SEAT-BACK BACK SURFACE
- (21) FIFTH SEAT-BACK SURFACE
SEAT-BACK BACK SURFACE
- (22) BACK PANEL/BACK DOOR SURFACE
- (23) SEAT CUSHION SURFACE/EDGE
- (24) CONSOLE
- (25) OTHER (*DESCRIBE*)
- (26) UNKNOWN INTERNAL SURFACES
- (28) TRANSMISSION TUNNEL (HUMP)
- (29) SIDE FOOTWELL PANEL (KICKPANEL)
- (30) SILL

EXTERNAL

- (43) HOOD
- (44) OBJECT EXTERNAL TO PASSENGER
COMPARTMENT BUT PART
OF CASE VEHICLE
- (45) OUTSIDE SURFACE OF CASE VEHICLE
- (46) OTHER (*E.G. SPARE TIRE,
JACK. DESCRIBE.*)
- (49) UNKNOWN EXTERNAL OBJECT

GROUPED FOR MASSIVE INTRUSION INTO AN OCCUPANT SPACE

USE ONLY IF ALL THESE COMPONENTS
INTRUDED INTO A SINGLE OCCUPANT SPACE.

- | | |
|------------------------|-------------------------|
| (50) WINDSHIELD HEADER | (60) ROOF |
| A-PILLAR | ROOF RAIL |
| ROOF SIDE RAIL | A-PILLAR |
| | B-PILLAR |
| | C-PILLAR |
| (51) INSTRUMENT PANEL | WINDOW FRAME |
| A-PILLAR | DOOR PANEL |
| DOOR PANEL | FLOOR PAN |
| | |
| (52) INSTRUMENT PANEL | (61) INSTRUMENT PANEL |
| A-PILLAR | TOE PAN |
| WINDSHIELD HEADER | WINDSHIELD HEADER |
| | A-PILLAR |
| | ROOF RAIL |
| (53) DOOR PANEL | WINDOW FRAME |
| B-PILLAR | DOOR PANEL |
| ROOF RAIL | ROOF |
| | |
| (54) DOOR PANEL | (62) ROOF |
| A-PILLAR | ROOF RAIL |
| ROOF RAIL | C-PILLAR |
| | WINDOW FRAME |
| | FLOOR PAN |
| (55) INSTRUMENT PANEL | SECOND SEAT |
| FLOOR PAN | DOOR PANEL |
| A-PILLAR | |
| DOOR FRAME | |
| | |
| (56) ROOF RAIL | (63) ROOF RAIL |
| A-PILLAR | ROOF |
| B-PILLAR | B-PILLAR |
| WINDOW FRAME | WINDOW FRAME |
| | FLOOR PAN |
| | DOOR PANEL |
| (57) ROOF RAIL | SECOND SEAT |
| A-PILLAR | FRONT SEAT |
| B-PILLAR | |
| C-PILLAR | |
| DOOR PANEL | |
| | |
| | (64) ROOF RAIL |
| | ROOF OR CONVERTIBLE TOP |
| (58) ROOF | A-PILLAR |
| ROOF RAIL | B-PILLAR |
| WINDOW FRAME | WINDOW FRAME |
| DOOR PANEL | WINDOW HEADER |
| | |
| (59) BACKLIGHT HEADER | (65) WINDSHIELD |
| ROOF | WINDSHIELD HEADER |
| C-PILLAR | ROOF SIDE RAIL |
| THIRD SEAT-BACK | |
| | |
| | (66) WINDSHIELD |
| | WINDSHIELD HEADER |
| | A-PILLAR |
| | |
| | (98) NOT APPLICABLE |
| | |
| | (99) UNKNOWN |

Duplicate columns 1-8
from the previous card.Module 1 T Format 0 1
9 10 11 12

INTRUSION IT-5

WAS THERE OCCUPANT COMPARTMENT INTRUSION? 1

13

WAS INTRUSION CATASTROPHIC? 0

14

- (0) NO DO NOT ANSWER NEXT QUESTION. SKIP PAGE.
 (1) YES ANSWER NEXT QUESTION.
 (9) UNKNOWN SKIP PAGE.

- (0) NO COMPLETE PAGE.
 (1) YES SKIP PAGE.

Duplicate columns 1-8
from the previous card.Module 1 T Format 0 2
9 10 11 12

NOTE: Each line in the table below is a separate record (card). Duplicate columns 1 - 12 for each completed line.

INTRUSIONS CODE INTRUSIONS IN THIS ORDER: LEFT TO RIGHT ON ROW; FRONT TO BACK IN VEHICLES.

CODES FOR B, F, G, H, I, J ON PAGE IT-3

CODES FOR C ON PAGE IT-4

OCCUPANT CONTACT AND INJURY

A	B	C	D	E	F	G	H	I	J	K
INTRUSION NUMBER	OCC. SPACE NO.	INTRUDING COMPONENT OR OBJECT	ASSOC. EVENT NO.	MAXIMUM INTRUSION X AXIS (cm)	MAXIMUM INTRUSION Y AXIS (cm)	MAXIMUM INTRUSION Z AXIS (cm)	OCCUPANT NUMBER	INJURY NUMBER	OCCUPANT NUMBER	INJURY NUMBER
13-14	15-16	17-18	19	20-21	22-23	24-25	26-27	28-29	30-31	32-33
<u>0 1</u>	<u>11</u>	<u>03</u>	<u>1</u>	<u>36</u>	<u>00</u>	<u>00</u>	<u>01</u>	<u>15</u>	<u>01</u>	<u>16</u>
<u>0 2</u>	<u>11</u>	<u>03</u>	<u>1</u>	<u>37</u>	<u>00</u>	<u>00</u>	<u>01</u>	<u>17</u>	<u>01</u>	<u>18</u>
<u>0 3</u>	<u>11</u>	<u>01</u>	<u>1</u>	<u>25</u>	<u>00</u>	<u>00</u>	<u>00</u>	<u>00</u>	<u>00</u>	<u>00</u>
<u>0 4</u>	<u>11</u>	<u>14</u>	<u>2</u>	<u>00</u>	<u>14</u>	<u>00</u>	<u>00</u>	<u>00</u>	<u>00</u>	<u>00</u>
<u>0 5</u>	<u>13</u>	<u>03</u>	<u>1</u>	<u>50</u>	<u>00</u>	<u>00</u>	<u>00</u>	<u>00</u>	<u>00</u>	<u>00</u>
<u>0 6</u>	<u>13</u>	<u>01</u>	<u>1</u>	<u>22</u>	<u>00</u>	<u>00</u>	<u>00</u>	<u>00</u>	<u>00</u>	<u>00</u>
<u>0 7</u>	<u>13</u>	<u>14</u>	<u>2</u>	<u>00</u>	<u>12</u>	<u>00</u>	<u>00</u>	<u>00</u>	<u>00</u>	<u>00</u>

NOTE: USE ADDITIONAL PAGE IF MORE THAN 7 INTRUSIONS.

Duplicate columns 1-8
from the previous card.Module 1 T Format 0 3
9 10 11 12NOTE: IF NO SIDE DOOR INTRUSION,
SKIP REMAINDER OF PAGE.SIDE DOOR INTRUSION
RESULTED FROMINTRUSION
NUMBER CAUSECODES
FOR CAUSE:

- 13 15 (1) DIRECT
IMPACT
16 18 (2) INDUCED
DAMAGE
19 21 (9) UNKNOWN

IF DAMAGE TO DOOR COMPONENT RESULTED IN INCREASED
DOOR INTRUSION, CODE COMPONENTINTRUSION
NUMBERDAMAGED
COMPONENT 1DAMAGED
COMPONENT 2CODES
FOR COMPONENTSA 22 2325B 26 2729C 30 3133D 34 3537

- (0) NONE
 (1) A-PILLAR
 (2) B-PILLAR
 (3) C-PILLAR
 (4) LATCH/STRIKER
 (5) HINGES
 (7) OTHER: _____
 (8) NOT APPLICABLE
 (9) UNKNOWN

Duplicate columns 1-8
from the previous card.Module I T Format 0 2
9 10 11 12

INTRUSION IT-6

NOTE: Each line in the table below is a separate record (card).
Duplicate columns 1 - 12 for each completed line.

- ADDITIONAL PAGE -

INTRUSIONS CODE INTRUSIONS IN THIS ORDER: LEFT TO RIGHT ON ROW; FRONT TO BACK IN VEHICLES.
 CODES FOR B, F, G, H, I, J ON PAGE IT-3
 CODES FOR C ON PAGE IT-4

OCCUPANT CONTACT AND INJURY

A	B	C	D	E	F	G	H	I	J	K
INTRUSION NUMBER	OCC. SPACE NO.	INTRUDING COMPONENT OR OBJECT	ASSOC. EVENT NO.	MAXIMUM INTRUSION X AXIS (cm)	MAXIMUM INTRUSION Y AXIS (cm)	MAXIMUM INTRUSION Z AXIS (cm)	OCCUPANT NUMBER	INJURY NUMBER	OCCUPANT NUMBER	INJURY NUMBER
13-14	15-16	17-18	19	20-21	22-23	24-25	26-27	28-29	30-31	32-33
<u>0 8</u>	<u>21</u>	<u>18</u>	<u>2</u>	<u>12</u>	<u>00</u>	<u>00</u>	<u>00</u>	<u>00</u>	<u>00</u>	<u>00</u>
<u>0 9</u>	<u>21</u>	<u>15</u>	<u>2</u>	<u>00</u>	<u>00</u>	<u>16</u>	<u>00</u>	<u>00</u>	<u>00</u>	<u>00</u>
<u>1 0</u>	<u>22</u>	<u>18</u>	<u>2</u>	<u>28</u>	<u>00</u>	<u>00</u>	<u>00</u>	<u>00</u>	<u>00</u>	<u>00</u>
<u>1 1</u>	<u>22</u>	<u>15</u>	<u>2</u>	<u>00</u>	<u>00</u>	<u>15</u>	<u>00</u>	<u>00</u>	<u>00</u>	<u>00</u>
<u>1 2</u>	<u>23</u>	<u>18</u>	<u>2</u>	<u>36</u>	<u>00</u>	<u>00</u>	<u>00</u>	<u>00</u>	<u>00</u>	<u>00</u>
<u>1 3</u>	<u>23</u>	<u>15</u>	<u>2</u>	<u>00</u>	<u>00</u>	<u>05</u>	<u>00</u>	<u>00</u>	<u>00</u>	<u>00</u>
<u>1 4</u>	---	---	---	---	---	---	---	---	---	---
<u>1 5</u>	---	---	---	---	---	---	---	---	---	---
<u>1 6</u>	---	---	---	---	---	---	---	---	---	---
<u>1 7</u>	---	---	---	---	---	---	---	---	---	---
<u>1 8</u>	---	---	---	---	---	---	---	---	---	---
<u>1 9</u>	---	---	---	---	---	---	---	---	---	---
<u>2 0</u>	---	---	---	---	---	---	---	---	---	---
<u>2 1</u>	---	---	---	---	---	---	---	---	---	---
<u>2 2</u>	---	---	---	---	---	---	---	---	---	---
<u>2 3</u>	---	---	---	---	---	---	---	---	---	---
<u>2 4</u>	---	---	---	---	---	---	---	---	---	---
<u>2 5</u>	---	---	---	---	---	---	---	---	---	---

Duplicate columns 1-8
from the previous card.

Module I D Format 0 1
9 10 11 12

INTERIOR DAMAGE

ID-1

CODES:

- (0) NO
(1) YES
(3) NO, and OCCUPANT CONTACT

- (4) YES, and OCCUPANT CONTACT
(8) NOT APPLICABLE
(9) UNKNOWN

	LEFT	RIGHT				
SIDES			FRONT		INSTRUMENT PANEL	
FRONT DOOR	① 13	① 14	FOOT CONTROLS	3 45	UPPER PANEL	① 55
FRONT HARDWARE	① 15	① 16	IGNITION KEYS	① 46	MID PANEL	① 56
FRONT ARMREST	① 17	① 18	REAR VIEW MIRROR	① 47	LOWER PANEL	① 57
FRONT GLASS	① 19	① 20	SUNVISOR/FITTINGS	① 48	ASHTRAY	① 58
REAR DOOR AREA	① 21	① 22	(5) LEFT SIDE ONLY (6) RIGHT SIDE ONLY (7) BOTH SIDES		CONTROL KNOBS & LEVERS	① 59
REAR HARDWARE	① 23	① 24	WINDSHIELD TOP MOLDINGS	① 49	GLOVE COMPARTMENT AREA	① 60
REAR ARMREST	① 25	① 26	LEFT A-PILLAR (UPPER OR LOWER)	① 50	INSTRUMENTS	① 61
REAR GLASS	① 27	① 28	RIGHT A-PILLAR (UPPER OR LOWER)	① 51	PARKING BRAKE RELEASE	① 62
ROOF SIDE RAIL	① 29	① 30	CENTER CONSOLE	① 52	PARKING BRAKE PEDAL	① 63
B-PILLAR	① 31	① 32	TRANSMISSION SELECTOR LEVER	① 53	A/C OR UPPER VENT OUTLETS	① 64
C-PILLAR	① 33	① 34	RIM, HORN, SPOKE	4 54	HEATER OR A/C DUCTS	① 65
D-PILLAR	① 35	① 36			RADIO	① 66
HEADLINING	① 37	① 38			OTHER: *	① 67
ROOF STRUCTURE	① 39	① 40				
T-ROOF/SUN ROOF	① 41	① 42				
OTHER: *	① 43	① 44				
					REAR	
					WINDOW	① 68
					WINDOW HEADER	① 69
					CONSOLES	
					VERTICAL	① 70
					ROOF	① 71

* MORE THAN ONE ITEM MAY BE NOTED.

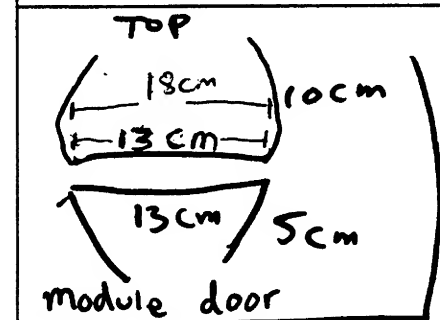
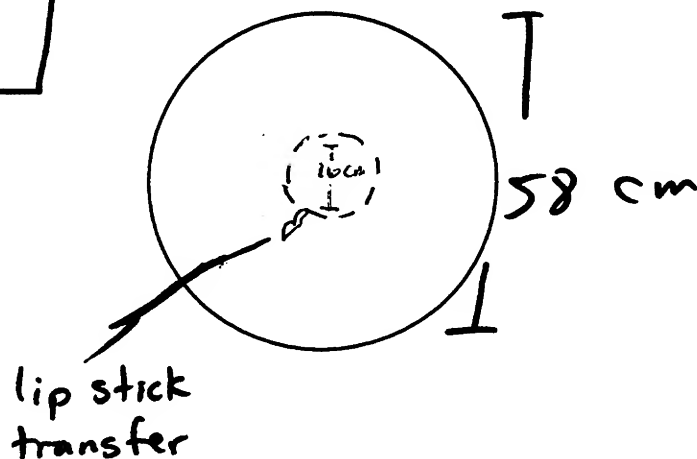
Duplicate columns 1-8 from the previous card.		Module <u>S</u> <u>T</u> 9 10		Format <u>0</u> <u>2</u> 11 12		SEATS		ST-1		
FRONT SEAT		DRIVER		PASSENGER		FRONT SEAT-BACK		DRIVER PASSENGER		
TYPE OF FRONT SEAT (00) NO SEAT (01) STANDARD BENCH (02) SPLIT BACK, 50-50 (03) SPLIT BACK, DRIVER WIDE (04) SPLIT BACK, PASS. WIDE (05) BUCKET (06) CAPTAIN'S CHAIR (07) INDIV. BENCH, 50-50 (08) INDIV. BENCH, DRIVER WIDE (09) INDIV. BENCH, PASS. WIDE (97) OTHER: _____ (99) UNKNOWN		<u>05</u> 13 14		<u>05</u> 15 16		SEAT-BACK TYPE (1) FORWARD FOLDING (2) RIGID (3) RECLINING (7) OTHER: _____ (8) NOT APPLICABLE (9) UNKNOWN		<u>3</u> 30		<u>3</u> 31
TYPE OF SEAT MOUNT (1) STANDARD (2) PEDESTAL (7) OTHER: _____ (8) NOT APPLICABLE (9) UNKNOWN		<u>1</u> 17		<u>1</u> 18		SEAT-BACK LOCK TYPE (0) NONE (1) MANUAL (2) INERTIA (3) POWER (7) OTHER: _____ (8) NOT APPLICABLE (9) UNKNOWN		<u>1</u> 32		<u>1</u> 33
SWIVEL MECHANISM EQUIPPED (0) NO (1) YES (8) NOT APPLICABLE (9) UNKNOWN		<u>0</u> 19		<u>0</u> 20		LOCKS HELD (0) NO (1) YES (8) NOT APPLICABLE (9) UNKNOWN		<u>1</u> 34		<u>1</u> 35
ORIGINAL EQUIPMENT SEATS (0) NO (1) YES (8) NOT APPLICABLE (9) UNKNOWN		<u>1</u> 21		<u>1</u> 22		RECLINER MECHANISM HELD (0) NO (1) YES (8) NOT APPLICABLE (9) UNKNOWN		<u>0</u> 36		<u>0</u> 37
CONTACT OF SEAT BY REAR OCCUPANT (0) NO (1) YES (8) NOT APPLICABLE (9) UNKNOWN		<u>8</u> 23		<u>8</u> 24						
FRONT SEAT DAMAGE (0) NONE (1) BACKREST ONLY DAMAGED (2) CUSHION ONLY DAMAGED (3) BACKREST & CUSHION DAMAGED (8) NOT APPLICABLE (9) UNKNOWN		<u>0</u> 25		<u>0</u> 26		HEAD RESTRAINT HEAD RESTRAINT TYPE (0) NONE (1) ADJUSTABLE (2) INTEGRAL (3) NOT INTEGRAL, BUT CANNOT BE REMOVED (7) OTHER: _____ (8) NOT APPLICABLE (9) UNKNOWN		<u>1</u> 38		<u>1</u> 39
CENTER ARMREST DAMAGED (0) NO (1) YES (7) EQUIPPED, DAMAGE UNKNOWN (8) NOT APPLICABLE (NO CENTER ARMREST) (9) UNKNOWN IF EQUIPPED		<u>1</u> 27				REMOVED PRE-CRASH (0) NO (1) YES (8) NOT APPLICABLE (9) UNKNOWN		<u>0</u> 40		<u>0</u> 41
FRONT SEAT ROTATION (0) NONE APPARENT (1) FORWARD APPARENT (2) REARWARD APPARENT (3) LEFT APPARENT (4) RIGHT APPARENT (5) MULTIPLE ROTATIONS SPECIFY _____ (8) NOT APPLICABLE (9) UNKNOWN		<u>0</u> 28		<u>0</u> 29		ADJUSTMENT AT CRASH (1) UP (2) DOWN (8) NOT APPLICABLE (9) UNKNOWN		<u>2</u> 42		<u>2</u> 43
						HEAD RESTRAINT DAMAGE (0) NONE (1) DAMAGED BUT NOT SEPARATED (2) SEPARATED (8) NOT APPLICABLE (9) UNKNOWN		<u>0</u> 44		<u>0</u> 45

SEATS ST-2							
FRONT SEAT ADJUSTMENT SEAT ADJUSTMENT TYPE (0) NONE (<i>RIGID</i>) (1) MANUAL (2) POWER (7) OTHER: _____ (8) NOT APPLICABLE (<i>NO SEAT</i>) (9) UNKNOWN ADJUSTMENT PROVIDED (1) 2-WAY (2) 4-WAY (3) 6-WAY (7) OTHER: _____ (8) NOT APPLICABLE (9) UNKNOWN SEAT ADJUSTER DAMAGE (0) NONE (1) CHUCKING (<i>FREE PLAY</i>) (2) DEFORMED (<i>RELEASED/JAMMED</i>) (3) SEPARATED (7) OTHER: _____ (8) NOT APPLICABLE (9) UNKNOWN SEAT ADJUSTER SEPARATION (0) NONE (1) SEPARATED AT FLOOR (2) SEPARATION OF ADJUSTER (3) SEPARATED AT SEAT (8) NOT APPLICABLE (9) UNKNOWN PRE-CRASH POSITION (1) FORWARD (2) MIDDLE (3) REARWARD (8) NOT APPLICABLE (9) UNKNOWN	DRIVER <div style="text-align: center;">2 46</div> <div style="text-align: center;">3 48</div> <div style="text-align: center;">0 50</div> <div style="text-align: center;">8 52</div> <div style="text-align: center;">2 54</div>	PASSENGER <div style="text-align: center;">1 47</div> <div style="text-align: center;">1 49</div> <div style="text-align: center;">0 51</div> <div style="text-align: center;">8 53</div> <div style="text-align: center;">2 55</div>	SECOND SEAT (CONT.) CENTER ARMREST DAMAGED (0) NO (1) YES (7) EQUIPPED, DAMAGE UNKNOWN (8) NOT APPLICABLE (<i>NO CENTER ARMREST</i>) (9) UNKNOWN IF EQUIPPED	<div style="text-align: center;">8 60</div>			
				SECOND SEAT-BACK LOCKS FOR THE FOLLOWING, USE: (0) NO (1) YES (8) NOT APPLICABLE (9) UNKNOWN	LEFT	RIGHT	
				LEFT OR CENTER, EQUIPPED LEFT OR CENTER, HELD (3) SEAT FOLDED DOWN RIGHT, EQUIPPED RIGHT, HELD (3) SEAT FOLDED DOWN	<div style="text-align: center;">0 61</div> <div style="text-align: center;">8 63</div> <div style="text-align: center;">0 65</div> <div style="text-align: center;">8 67</div>	<div style="text-align: center;">0 62</div> <div style="text-align: center;">8 64</div> <div style="text-align: center;">0 66</div> <div style="text-align: center;">8 68</div>	
				THIRD SEAT EQUIPPED BACKREST DAMAGED CUSHION DAMAGED	<div style="text-align: center;">0 69</div> <div style="text-align: center;">8 71</div> <div style="text-align: center;">8 73</div>	<div style="text-align: center;">0 70</div> <div style="text-align: center;">8 72</div> <div style="text-align: center;">8 74</div>	
SECOND SEAT TYPE OF SECOND SEAT (0) NONE (1) NON-FOLDING (2) FOLDING (3) CAPTAIN'S CHAIR (4) JUMP SEAT (5) INTEGRAL CHILD SEAT (6) LUGGAGE AREA ACCESS PANEL (9) UNKNOWN SECOND SEAT DAMAGE (0) NONE (1) BACKREST ONLY (<i>DAMAGED OR LOOSENED</i>) (2) CUSHION ONLY (<i>DAMAGED OR LOOSENED</i>) (3) BACKREST & CUSHION (<i>DAMAGED OR LOOSENED</i>) (4) INTEGRAL CHILD SEAT (<i>PRIORITY CODE</i>) (5) LUGGAGE AREA ACCESS PANEL (<i>DAMAGED OR LOOSENED</i>) (8) NOT APPLICABLE (9) UNKNOWN	LEFT <div style="text-align: center;">1 56</div> <div style="text-align: center;">1 58</div>	RIGHT <div style="text-align: center;">1 57</div> <div style="text-align: center;">1 59</div>	VEHICLE EQUIPPED WITH REAR HEAD RESTRAINTS (0) NOT EQUIPPED (<i>OR REMOVED</i>) (1) EQUIPPED (2) EQUIPPED & DAMAGED (8) NOT APPLICABLE (<i>NO REAR SEAT</i>) (9) UNKNOWN <i>Applies to any rear-seat position</i>			<div style="text-align: center;">0 75</div>	

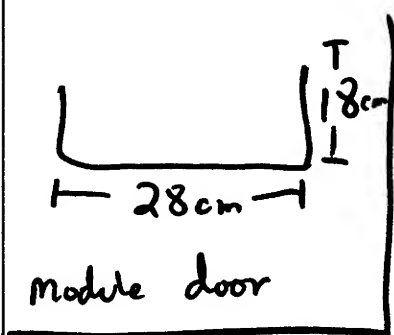
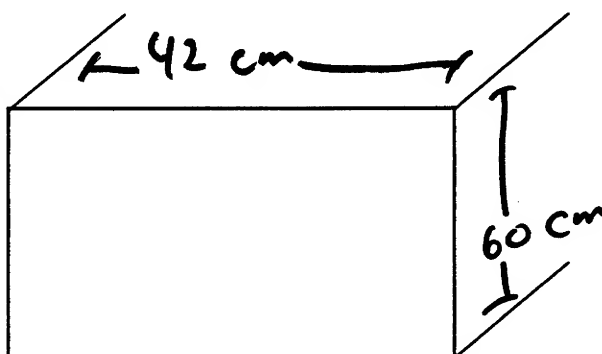
Duplicate columns 1-8 from the previous card.		Module <u>A</u> <u>B</u> Format <u>0</u> <u>1</u> 9 10 11 12	AIRBAG AB-1
<p>DRIVER SIDE</p> <p>LOCATION OF AIRBAG</p> <p>STEERING WHEEL</p> <p>EQUIPPED</p> <p>(0) NO (1) YES (4) PRIOR DEPLOYMENT NOT REINSTALLED (9) UNKNOWN IF AIRBAG EQUIPPED</p> <p>DEPLOYED</p> <p>(0) NO (1) YES (2) PARTIAL/IMPROPER DEPLOYMENT (8) NOT APPLICABLE (NO AIRBAG) (9) UNKNOWN</p>	<p>1</p> <p>13</p> <p>14</p>	<p>PASSENGER SIDE</p> <p>LOCATION OF AIRBAG</p> <p>INSTRUMENT PANEL (GLOVE BOX)</p> <p>EQUIPPED</p> <p>(0) NO (1) YES (4) PRIOR DEPLOYMENT NOT REINSTALLED (9) UNKNOWN IF AIRBAG EQUIPPED</p> <p>DEPLOYED</p> <p>(0) NO (1) YES (2) PARTIAL/IMPROPER DEPLOYMENT (8) NOT APPLICABLE (NO AIRBAG) (9) UNKNOWN</p>	<p>1</p> <p>16</p> <p>17</p>
<p>CONDITION OF AIRBAG</p> <p>STEERING WHEEL</p> <p>(0) NO DAMAGE (2) SPLIT OR TORN (3) CUT DURING CRASH (4) BURNED/MELTED (5) CUT POST CRASH (6) OTHER _____ (7) DAMAGED, CONDITION UNKNOWN (8) NOT APPLICABLE (NOT EQUIPPED/NOT DEPLOYED) (9) UNKNOWN IF EQUIPPED OR CONDITION</p>	<p>⊖</p> <p>15</p>	<p>CONDITION OF AIRBAG</p> <p>INSTRUMENT PANEL (GLOVE BOX)</p> <p>(0) NO DAMAGE (2) SPLIT OR TORN (3) CUT DURING CRASH (4) BURNED/MELTED (5) CUT POST CRASH (6) OTHER _____ (7) DAMAGED, CONDITION UNKNOWN (8) NOT APPLICABLE (NOT EQUIPPED/NOT DEPLOYED) (9) UNKNOWN IF EQUIPPED OR CONDITION</p>	<p>⊖</p> <p>18</p>
<p>DRIVER SIDE</p> <p>AIRBAG</p> <p>STEERING WHEEL</p> <p>TETHER</p> <p>(0) NO (1) YES (6) OTHER _____ (7) UNKNOWN IF TETHERED (8) NOT APPLICABLE (NO AIRBAG) (9) UNKNOWN IF AIRBAG EQUIPPED</p> <p>MARKED BY CONTACT</p> <p>(0) NO (1) YES (8) NOT APPLICABLE (NO AIRBAG) (9) UNKNOWN</p> <p>lip stick transfer</p>	<p>2</p> <p>1</p> <p>19</p> <p>1</p> <p>20</p>	<p>PASSENGER SIDE</p> <p>AIRBAG</p> <p>INSTRUMENT PANEL (GLOVE BOX)</p> <p>TETHER</p> <p>(0) NO (1) YES (6) OTHER _____ (7) UNKNOWN IF TETHERED (8) NOT APPLICABLE (NO AIRBAG) (9) UNKNOWN IF AIRBAG EQUIPPED</p> <p>MARKED BY CONTACT</p> <p>(0) NO (1) YES (8) NOT APPLICABLE (NO AIRBAG) (9) UNKNOWN</p>	<p>⊖</p> <p>21</p> <p>⊖</p> <p>22</p>

AIRBAG AB-2

AIRBAG NUMBER ON DRIVER SIDE:

NOTE AND DESCRIBE ANY AIRBAG CONTACT OR
DAMAGE ON DIAGRAM BELOW:

AIRBAG NUMBER ON PASSENGER SIDE:

NOTE AND DESCRIBE ANY AIRBAG CONTACT OR
DAMAGE ON DIAGRAM BELOW:

NOTE TO THE INVESTIGATOR:

THE FOLLOWING TWO SECTIONS,
OCCUPANT INFORMATION AND INJURY CLASSIFICATION,
ARE TO BE FILLED IN
FOR EACH CASE VEHICLE OCCUPANT,
WHETHER INJURED OR NOT.

IF THERE IS MORE THAN ONE OCCUPANT,
USE ADDITIONAL COPIES
OF PAGES OC-1, OC-2, OC-3,
AND IC-2 TO DESCRIBE THEM
AND ATTACH THE COPIES TO THIS REPORT.

TEAM REPORT NUMBER: Um-3728-98Duplicate columns 1-8
from the previous card.Module 0 C Format 0 2
9 10 11 12

OCCUPANT INFORMATION OC-1

OCCUPANT IDENTIFICATION

OCCUPANT NUMBER

01
13 14

ROLE OF OCCUPANT AT 1ST IMPACT

- (1) MOTOR VEHICLE DRIVER
(2) MOTOR VEHICLE PASSENGER
(NOT DRIVER)
(9) UNKNOWN

L
15

PHYSICAL DESCRIPTION

AGE IN YEARS

- (00) LESS THAN 1 YEAR
(98) 98 YEARS OR OLDER
(99) UNKNOWN

38
20 21

AGE IN MONTHS

- (00) LESS THAN 1 MONTH
(25) 25 MONTHS OR OLDER
(99) UNKNOWN

25
22 23

MASS (kg)

(999) UNKNOWN

084
24 25 26

HEIGHT (cm)

(999) UNKNOWN

167
27 28 29

SEX

- (1) MALE
(2) FEMALE
(9) UNKNOWN

2
30

OCCUPANT POSITION

ROW LOCATION

- (1) FRONT
(2) SECOND
(3) THIRD
(4) FOURTH
(7) OTHER: _____
(8) EXTERNAL TO PASSENGER
COMPARTMENT (E.G. BED OF PICKUP)
(9) UNKNOWN

1
16

LATERAL LOCATION

- (1) LEFT
(2) LEFT CENTER
(3) CENTER
(4) RIGHT CENTER
(5) RIGHT
(6) ALL (LYING ON SEAT)
(8) EXTERNAL TO PASSENGER
COMPARTMENT
(9) UNKNOWN

1
17

POSTURE

- (10) SITTING ON SEAT
(11) SITTING ON SEAT IN ABNORMAL
POSITION (E.G. FEET ON DASH,
SIDEWAYS)
(12) SITTING ON CONSOLE
(20) ON LAP OR IN ARMS
(30) STANDING ON SEAT
(40) STANDING ON FLOOR
(47) STANDING, EXTERNAL TO
PASSENGER COMPARTMENT
(50) IN BASSINET
(60) IN CHILD SEAT
(65) IN CHILD HARNESS
(70) LYING ON SEAT
(80) LYING/SITTING ON PASSENGER
FLOOR
(83) LYING/SITTING ON OTHER
OBJECT IN PASSENGER
COMPARTMENT: _____
(85) ON CARGO FLOOR/FOLDED
SEAT-BACK
(87) LYING/SITTING, EXTERNAL TO
PASSENGER COMPARTMENT
(97) OTHER: _____
(99) UNKNOWN

10
18 19

MEDICAL CONDITIONS

TREATMENT/MORTALITY

- (00) NONE
(01) FIRST AID AT SCENE
(02) TREATED AT HOSPITAL/CLINIC
BUT NOT ADMITTED
(03) HOSPITALIZED FOR OBSERVATION
LESS THAN 24 HOURS
(04) HOSPITALIZED OVER 24 HOURS
OR FOR SIGNIFICANT TREATMENT
(05) FATAL, DEAD AT SCENE
(06) FATAL, DOA
(07) FATAL, DEAD WITHIN 24 HOURS
(08) FATAL, DEAD 24 HOURS TO
31 DAYS LATER
(09) FATAL, DEAD 31 DAYS TO
1 YEAR LATER
(10) FATAL DEAD WITHIN UNKNOWN
PERIOD
(99) UNKNOWN

03
31 32

INJURY SEVERITY SCORE (ISS)

(99) UNKNOWN

34
33 34

NON-IMPACT MED. CONDITIONS

- (0) NONE
(1) YES, TIME & TYPE UNKNOWN
(2) PRE-CRASH FATAL (CLINICAL
DEATH AT WHEEL)
(3) PRE-CRASH NON-FATAL (E.G.
PRIOR INJURY, STROKE)
(4) PREGNANT
(5) POST-CRASH FATAL (DROWNING)
(6) POST-CRASH NON-FATAL INJURY
(7) OTHER: _____
(8) COMBINATION OF ABOVE
(CIRCLE EACH)
(9) UNKNOWN

0
35

OCCUPANT INFORMATION OC-2

OCCUPANT INFORMATION OC-2			
MEDICAL CONDITIONS (CONT.) POLICE INJURY SEVERITY CODE FOR THIS OCCUPANT (0) O - NO INJURY (1) C - POSSIBLE INJURY (2) B - NON-INCAPACITATING (3) A - INCAPACITATING INJURY (4) K - FATAL (5) INJURED, SEVERITY UNKNOWN (6) DIED PRIOR TO IMPACT (7) NON-FATAL INJURY, SEVERITY UNKNOWN (9) UNKNOWN	<div style="text-align: center; font-size: 2em;">3</div> <div style="text-align: center;">36</div>	CHILD SEAT TYPE (00) NONE USED (01) YES, USED (02) INTEGRAL, Chrysler Mini-van (88) NOT APPLICABLE (ADULT OR OLDER CHILD) (99) UNKNOWN CHILD SEAT MAKE/MODEL _____ _____ _____	<div style="text-align: center; font-size: 2em;">88</div> <div style="text-align: center;">41 42</div>
RESTRAINT SYSTEM ACTIVE RESTRAINT SYSTEM (0) NONE (1) LAP BELT (2) SHOULDER HARNESS ONLY (3) BOTH LAP BELT & SHOULDER HARNESS (9) UNKNOWN ACTIVE RESTRAINT SYSTEM USAGE (0) NONE (AVAILABLE BUT NOT USED) (1) LAP BELT ONLY (2) SHOULDER HARNESS ONLY (3) BOTH LAP BELT & SHOULDER HARNESS (7) IMPROPER USAGE (8) NOT APPLICABLE (NONE AVAILABLE) (9) UNKNOWN PASSIVE RESTRAINT SYSTEM (0) NONE (1) AIRBAG INSTALLED (2) PASSIVE UPPER TORSO WITH KNEE BOLSTERS (3) PASSIVE UPPER TORSO WITHOUT KNEE BOLSTERS (4) PASSIVE LAP & UPPER TORSO (5) AIRBAG INSTALLED & PASSIVE RESTRAINT (7) OTHER: _____ (9) UNKNOWN PASSIVE RESTRAINT SYSTEM USAGE (0) SYSTEM DEFEATED (1) AIRBAG NOT DEPLOYED (2) AIRBAG DEPLOYED (3) AIRBAG NOT REINSTALLED (4) PASSIVE UPPER TORSO USED (5) PASSIVE LAP & UPPER TORSO USED (6) SYSTEM USED IN MANUAL MODE (7) IMPROPER USAGE (8) NOT APPLICABLE (NOT ORIGINALLY EQUIPPED) (9) UNKNOWN	<div style="text-align: center; font-size: 2em;">3</div> <div style="text-align: center;">37</div> <div style="text-align: center; font-size: 2em;">3</div> <div style="text-align: center;">38</div> <div style="text-align: center; font-size: 2em;">1</div> <div style="text-align: center;">39</div> <div style="text-align: center; font-size: 2em;">2</div> <div style="text-align: center;">40</div>	EJECTION DEGREE OF EJECTION (0) NONE (1) PARTIAL (2) COMPLETE (7) EJECTED, DEGREE UNKNOWN (9) UNKNOWN IF EJECTED AREA OF EJECTION (01) WINDOW, LEFT SIDE (02) WINDOW, RIGHT SIDE (03) WINDOW, REAR (04) DOOR, LEFT SIDE (05) DOOR, RIGHT SIDE (06) DOOR, REAR OR TAILGATE (07) WINDSHIELD (08) ROOF OR OPEN CONVERTIBLE OR FROM EXTERNAL AREA (96) EJECTED AREA UNKNOWN (97) OTHER AREA: _____ (98) NOT APPLICABLE (NOT EJECTED) (99) UNKNOWN IF EJECTED	<div style="text-align: center; font-size: 2em;">0</div> <div style="text-align: center;">43</div> <div style="text-align: center; font-size: 2em;">98</div> <div style="text-align: center;">44 45</div>
IF OCCUPANT WAS EJECTED, DESCRIBE IN DETAIL BELOW: _____ _____ _____ _____			
		HEAD RESTRAINT HEAD RESTRAINT AVAILABLE FOR THIS POSITION (0) NOT EQUIPPED OR REMOVED (1) EQUIPPED (9) UNKNOWN	<div style="text-align: center; font-size: 2em;">1</div> <div style="text-align: center;">46</div>

OCCUPANT INFORMATION OC-3

OCCUPANT EYEWEAR

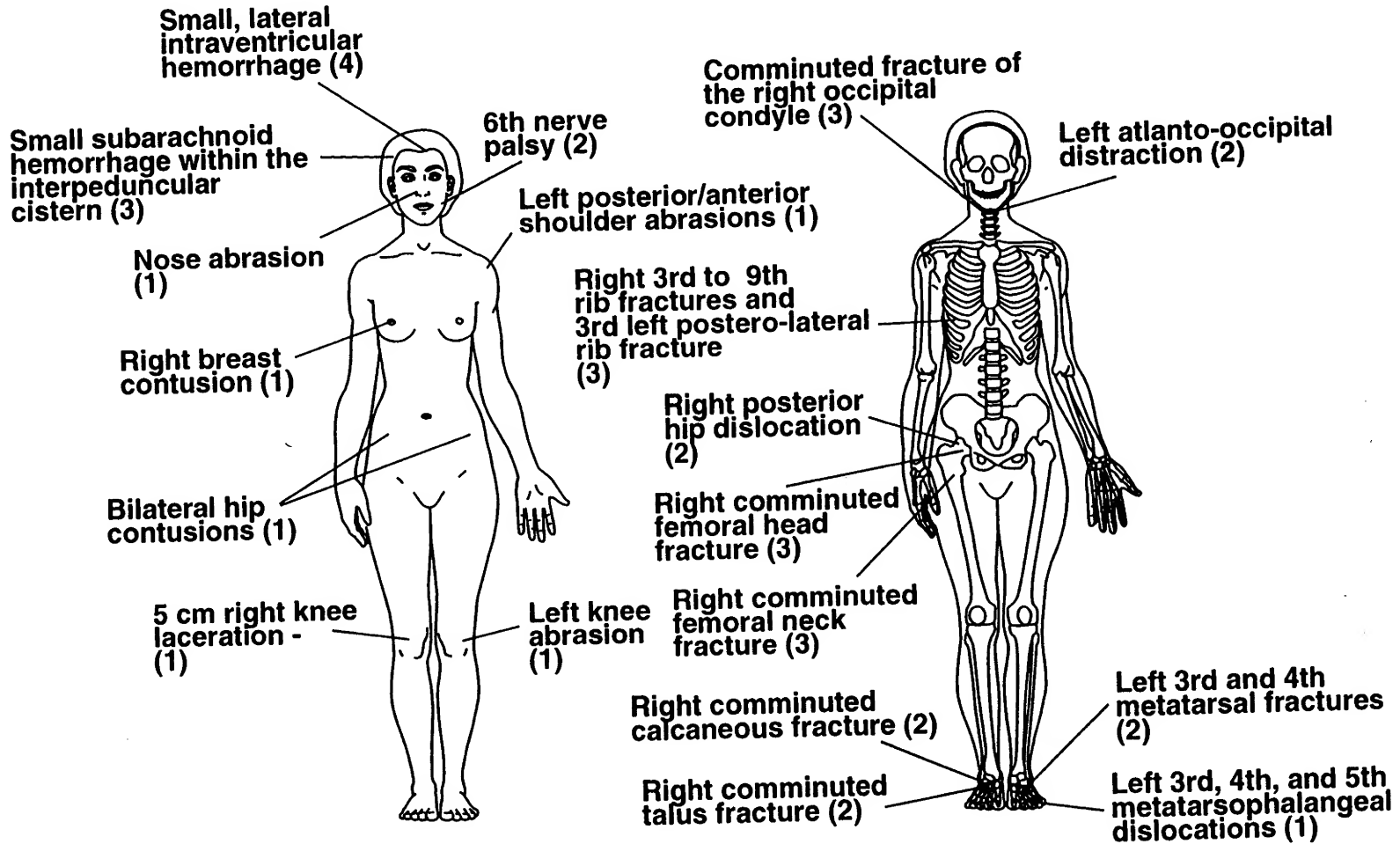
- (0) NONE
- (1) GLASSES
- (2) CONTACTS
- (3) BOTH GLASSES AND CONTACTS
- (4) OTHER _____
- (8) NOT APPLICABLE
- (9) UNKNOWN

0
47

SOURCE OF INFORMATION

- (0) INTERVIEW
- (1) HOSPITAL
- (2) AUTOPSY
- (3) POLICE
- (4) OTHER _____
- (5) LAY CORONER/EXTERNAL EXAM
- (7) COMBINATION OF ABOVE (CIRCLE)
- (8) NOT APPLICABLE
- (9) UNKNOWN

7
48



OCCUPANT INFORMATION OC-4

Duplicate columns 1-8 from the previous card. Module 1 C Format 0 1
9 10 11 12

INJURY CLASSIFICATION IC-1

NOTE: Each line in the table below is a separate record (card).
Duplicate columns 1 - 12 for each completed line.

OCCUPANT INJURY CLASSIFICATION

					PRIMARY OIC					ASSOCIATED OIC					COMMENTS
OCCUPANT NUMBER	INJURY NUMBER	PLACE CONTACTS IN ORDER OF PROBABILITY (HORIZONTALLY). START WITH MOST PROBABLE IN 1ST CONTACT AREA COLUMN.		AREA(S) OF POSSIBLE CONTACT 1ST 2ND	BODY REGION 1	ASPECT 2	LESION 3	SYSTEM/ORGAN 4	SEVERITY 5	BODY REGION 1	ASPECT 2	LESION 3	SYSTEM/ORGAN 4	SEVERITY 5	
13-14	15-16	17-18	19-20	COMMENTS	21	22	23	24	25	26	27	28	29	30	
01	01	98	--		N	P	D	V	2	--	--	--	--	--	
	02	98	--		H	I	E	S	3	--	--	--	--	--	
	03	98	--		H	U	U	B	3	--	--	--	--	--	
	04	98	--		H	U	U	B	4	--	--	--	--	--	
	05	98	--		F	U	C	N	2	--	--	--	--	--	
	06	87	--		F	C	A	I	1	--	--	--	--	--	
	07	34	--		C	B	F	S	3	--	--	--	--	--	
	08	34	--		S	L	A	I	1	--	--	--	--	--	
	09	34	--		C	R	C	I	1	--	--	--	--	--	
	10	66	48		P	R	D	J	2	--	--	--	--	--	
	11	66	48		T	R	F	S	3	--	--	--	--	--	
	12	66	48		T	R	F	S	3	--	--	--	--	--	
	13	34	--		P	L	C	I	1	--	--	--	--	--	
	14	66	48		K	R	L	I	1	--	--	--	--	--	
	15	40	--		Q	R	F	S	2	--	--	--	--	--	
	16	40	--		Q	R	F	S	2	--	--	--	--	--	
	17	40	--		Q	L	D	J	1	--	--	--	--	--	
	18	40	--		Q	L	F	S	2	--	--	--	--	--	

NOTE: USE ADDITIONAL PAGES IF NECESSARY.

INJURY CLASSIFICATION IC-2

CODES FOR AREAS OF POSSIBLE OCCUPANT CONTACT

FRONT OF PASSENGER COMPARTMENT

- (10) SUNVISOR, FITTING(S) &/OR TOP MOLDING
- (12) WINDSHIELD
- (05) INSTRUMENT PANEL (*SPECIFIC AREA UNKNOWN*)
- (54) UPPER INSTRUMENT PANEL (X)
- (55) MIDDLE INSTRUMENT PANEL (Y)
- (56) LOWER INSTRUMENT PANEL (Z)
- (81) ASH TRAY (*INSTRUMENT PANEL*)
- (02) GLOVE COMPARTMENT AREA
- (47) AIRBAG (*ACRS*) COMPARTMENT DOOR/COVER
- (57) BENEATH INSTRUMENT PANEL
- (53) PARCEL TRAY
- (48) KNEE RESTRAINT
- (86) VERTICAL CONSOLE
- (28) FOOT CONTROLS (*INCL. PARKING BRAKE PEDAL*)
- (09) STEERING ASSEMBLY (*SPECIFIC AREA UNKNOWN*)
- (65) STEERING WHEEL
- (66) STEERING WHEEL COLUMN
- (59) TRANSMISSION LEVER ON COLUMN
- (03) HARDWARE ITEM (*SPECIFIC AREA UNKNOWN*)
- (82) INSTRUMENT(S)
- (83) CONTROL KNOB(S) & LEVER(S) (*FRONT*)
- (84) PARKING BRAKE HANDLE IN FRONT
- (67) IGNITION KEY
- (06) MIRROR
- (04) HEATER OR AIR CONDITIONING DUCTS
- (01) AIR CONDITIONING OR VENTILATION OUTLET(S)
- (08) RADIO (*BUILT IN*)
- (58) ADD-ON TAPE DECK, RADIO, A/C
- (68) ROOF MOUNTED CONTROLS/CONSOLES

REAR

- (88) SURFACE OF REAR INTERIOR
- (23) REAR WINDOW
- (39) REAR WINDOW HEADER
- (50) REAR SEAT CUSHION & BACK

INTERIOR-GENERAL

- (11) TRANSMISSION SELECTION LEVER (*LOCATION UNK.*)
- (59) TRANSMISSION LEVER ON STEERING COLUMN
- (44) TRANSMISSION LEVER ON FLOOR OR CONSOLE
- (07) PARKING BRAKE HANDLE (*LOCATION UNKNOWN*)
- (84) PARKING BRAKE HANDLE IN FRONT
- (85) PARKING BRAKE HANDLE ON FLOOR OR CONSOLE
- (28) FOOT CONTROLS (*INCL. PARKING BRAKE PEDAL*)
- (29) FRONT SEAT-BACK(S)
- (51) FRONT SEAT CUSHION
- (50) REAR SEAT CUSHION & BACK
- (49) ARMREST ON SEAT
- (89) UNDER SEAT BOTTOM
- (33) RESTRAINT SYSTEM HARDWARE
- (34) RESTRAINT SYSTEM WEBBING
- (87) AIR CUSHION SKIN (*AIRBAG*)
- (47) AIRBAG (*ACRS*) COMPARTMENT DOOR/COVER
- (46) AIRBAG GAS
- (48) KNEE RESTRAINT
- (30) HEAD RESTRAINT
- (42) CHILD SEAT RESTRAINTS
- (43) CHILD SEAT
- (31) INTERIOR LOOSE OBJECT
- (32) OTHER OCCUPANT(S)
- (52) INTERNAL FLYING GLASS (*FROM ANY SOURCE*)
- (41) UNKNOWN INTERIOR SURFACE

SIDES

- (20) SURFACE OF SIDE INTERIOR
- (19) HARDWARE ON SIDE OR DOOR
- (13) ARMREST ON SIDE OR DOOR
- (24) COAT HOOK
- (22) WINDOW GLASS (*SIDE*)
- (21) WINDOW FRAMES (*SIDE*)
- (26) ROOF SIDE RAIL
- (14) A-PILLAR
- (15) B-PILLAR
- (16) C-PILLAR
- (17) D-PILLAR

FLOOR

- (40) FLOOR
- (27) CONSOLE ON FLOOR OR BETWEEN SEATS
- (44) TRANSMISSION LEVER ON FLOOR OR CONSOLE
- (85) PARKING BRAKE HANDLE ON FLOOR OR CONSOLE
- (28) FOOT CONTROLS (*INCL. PARKING BRAKE PEDAL*)
- (91) KICKPANEL

ROOF

- (25) ROOF OR CONVERTIBLE TOP
- (10) SUNVISOR, FITTING(S) &/OR TOP MOLDING
- (26) ROOF SIDE RAIL
- (24) COAT HOOK
- (18) DOME LIGHT
- (39) BACKLIGHT HEADER
- (68) ROOF MOUNTED CONTROLS/CONSOLE
- (69) ROLL BAR

EXTERIOR SURFACE OF CASE VEHICLE

- (37) OUTSIDE SURFACE OF CASE VEHICLE (*SPECIFIC AREA UNKNOWN*)
- (35) HOOD OF CASE VEHICLE
- (60) EXTERIOR OF CASE VEHICLE (*E.G. OUTSIDE MIRRORS, ANTENNA, TRIM*)
- (62) EXTERIOR SIDE ROOF RAIL OF CASE VEHICLE
- (63) TRUNK LID OF CASE VEHICLE
- (64) TIRES OF CASE VEHICLE

BEYOND CASE VEHICLE BOUNDARY

- (36) AREA EXTERIOR TO CAR (*SPECIFIC AREA UNK.*)
- (70) HOOD OF OTHER VEHICLE
- (71) OTHER VEHICLE EXTERIOR HARDWARE (*E.G. OUTSIDE MIRRORS, ANTENNA, TRIM*)
- (73) EXTERIOR SIDE ROOF RAIL OF OTHER VEHICLE
- (74) HEADLIGHT OR FRONT GRILL OF OTHER VEH.
- (75) TRUNK OF OTHER VEHICLE
- (76) OUTSIDE SURFACE OF OTHER VEHICLE
- (77) TIRES OF OTHER VEHICLE
- (78) GROUND
- (79) WATER
- (80) EXTERIOR OBJECT (*NOT VEHICLE, GROUND, OR WATER. PLEASE DESCRIBE.*)

PENETRATING OBJECTS

- (61) OTHER VEHICLE
- (72) OBJECTS (*DESCRIBE*)

MISCELLANEOUS

- (00) NO CONTACT (*INVALID FIELD FORM CODE*)
- (38) OTHER (*E.G. FIRE. DESCRIBE*)
- (90) SPARE TIRE
- (96) INDUCED
- (97) EJECTED, UNKNOWN CONTACT
- (98) IMPACT FORCE, "WHIPLASH", HYPEREXTENSION/COMPRESSION
- (99) UNKNOWN AREA OF CONTACT

Duplicate columns 1-8
from the previous card.

Module 1 C Format 0 1
9 10 11 12

INJURY CLASSIFICATION IC-1

NOTE: Each line in the table below is a separate record (card).
Duplicate columns 1 - 12 for each completed line.

OCCUPANT INJURY CLASSIFICATION

					PRIMARY OIC					ASSOCIATED OIC					COMMENTS
OCCUPANT NUMBER	INJURY NUMBER	PLACE CONTACTS IN ORDER OF PROBABILITY (HORIZONTALLY). START WITH MOST PROBABLE IN 1ST CONTACT AREA COLUMN.		AREA(S) OF POSSIBLE CONTACT 1ST 2ND	BODY REGION 1	ASPECT 2	LESION 3	SYSTEM/ORGAN 4	SEVERITY 5	BODY REGION 1	ASPECT 2	LESION 3	SYSTEM/ORGAN 4	SEVERITY 5	
13-14	15-16	17-18	19-20	COMMENTS	21	22	23	24	25	26	27	28	29	30	
Duplicate "Occupant Number" for each line.	01	19	40												
		20	40												
		21	40												

NOTE: USE ADDITIONAL PAGES IF NECESSARY.

50 B

CODES FOR AREAS OF POSSIBLE OCCUPANT CONTACT

FRONT OF PASSENGER COMPARTMENT

- (10) SUNVISOR, FITTING(S) & OR TOP MOLDING
- (12) WINDSHIELD
- (05) INSTRUMENT PANEL (SPECIFIC AREA UNKNOWN)
- (54) UPPER INSTRUMENT PANEL (X)
- (55) MIDDLE INSTRUMENT PANEL (Y)
- (56) LOWER INSTRUMENT PANEL (Z)
- (81) ASH TRAY (INSTRUMENT PANEL)
- (02) GLOVE COMPARTMENT AREA
- (47) AIRBAG (ACRS) COMPARTMENT DOOR/COVER
- (57) BENEATH INSTRUMENT PANEL
- (53) PARCEL TRAY
- (48) KNEE RESTRAINT
- (86) VERTICAL CONSOLE
- (28) FOOT CONTROLS (INCL. PARKING BRAKE PEDAL)
- (09) STEERING ASSEMBLY (SPECIFIC AREA UNKNOWN)
- (65) STEERING WHEEL
- (66) STEERING WHEEL COLUMN
- (59) TRANSMISSION LEVER ON COLUMN
- (03) HARDWARE ITEM (SPECIFIC AREA UNKNOWN)
- (82) INSTRUMENT(S)
- (83) CONTROL KNOB(S) & LEVER(S) (FRONT)
- (84) PARKING BRAKE HANDLE IN FRONT
- (67) IGNITION KEY
- (06) MIRROR
- (04) HEATER OR AIR CONDITIONING DUCTS
- (01) AIR CONDITIONING OR VENTILATION OUTLET(S)
- (08) RADIO (BUILT IN)
- (58) ADD-ON TAPE DECK, RADIO, A/C
- (68) ROOF MOUNTED CONTROLS/CONSOLES

REAR

- (88) SURFACE OF REAR INTERIOR
- (23) REAR WINDOW
- (39) REAR WINDOW HEADER
- (50) REAR SEAT CUSHION & BACK

INTERIOR-GENERAL

- (11) TRANSMISSION SELECTION LEVER (LOCATION UNK.)
- (59) TRANSMISSION LEVER ON STEERING COLUMN
- (44) TRANSMISSION LEVER ON FLOOR OR CONSOLE
- (07) PARKING BRAKE HANDLE (LOCATION UNKNOWN)
- (84) PARKING BRAKE HANDLE IN FRONT
- (85) PARKING BRAKE HANDLE ON FLOOR OR CONSOLE
- (28) FOOT CONTROLS (INCL. PARKING BRAKE PEDAL)
- (29) FRONT SEAT-BACK(S)
- (51) FRONT SEAT CUSHION
- (50) REAR SEAT CUSHION & BACK
- (49) ARMREST ON SEAT
- (89) UNDER SEAT BOTTOM
- (33) RESTRAINT SYSTEM HARDWARE
- (34) RESTRAINT SYSTEM WEBBING
- (87) AIR CUSHION SKIN (AIRBAG)
- (47) AIRBAG (ACRS) COMPARTMENT DOOR/COVER
- (46) AIRBAG GAS
- (48) KNEE RESTRAINT
- (30) HEAD RESTRAINT
- (42) CHILD SEAT RESTRAINTS
- (43) CHILD SEAT
- (31) INTERIOR LOOSE OBJECT
- (32) OTHER OCCUPANT(S)
- (52) INTERNAL FLYING GLASS (FROM ANY SOURCE)
- (41) UNKNOWN INTERIOR SURFACE

SIDES

- (20) SURFACE OF SIDE INTERIOR
- (19) HARDWARE ON SIDE OR DOOR
- (13) ARMREST ON SIDE OR DOOR
- (24) COAT HOOK
- (22) WINDOW GLASS (SIDE)
- (21) WINDOW FRAMES (SIDE)
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- (14) A-PILLAR
- (15) B-PILLAR
- (16) C-PILLAR
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EXTERIOR SURFACE OF CASE VEHICLE

- (37) OUTSIDE SURFACE OF CASE VEHICLE (SPECIFIC AREA UNKNOWN)
- (35) HOOD OF CASE VEHICLE
- (60) EXTERIOR OF CASE VEHICLE (E.G. OUTSIDE MIRRORS, ANTENNA, TRIM)
- (62) EXTERIOR SIDE ROOF RAIL OF CASE VEHICLE
- (63) TRUNK LID OF CASE VEHICLE
- (64) TIRES OF CASE VEHICLE

BEYOND CASE VEHICLE BOUNDARY

- (36) AREA EXTERIOR TO CAR (SPECIFIC AREA UNK.)
- (70) HOOD OF OTHER VEHICLE
- (71) OTHER VEHICLE EXTERIOR HARDWARE (E.G. OUTSIDE MIRRORS, ANTENNA, TRIM)
- (73) EXTERIOR SIDE ROOF RAIL OF OTHER VEHICLE
- (74) HEADLIGHT OR FRONT GRILL OF OTHER VEH.
- (75) TRUNK OF OTHER VEHICLE
- (76) OUTSIDE SURFACE OF OTHER VEHICLE
- (77) TIRES OF OTHER VEHICLE
- (78) GROUND
- (79) WATER
- (80) EXTERIOR OBJECT (NOT VEHICLE, GROUND, OR WATER. PLEASE DESCRIBE.)

PENETRATING OBJECTS

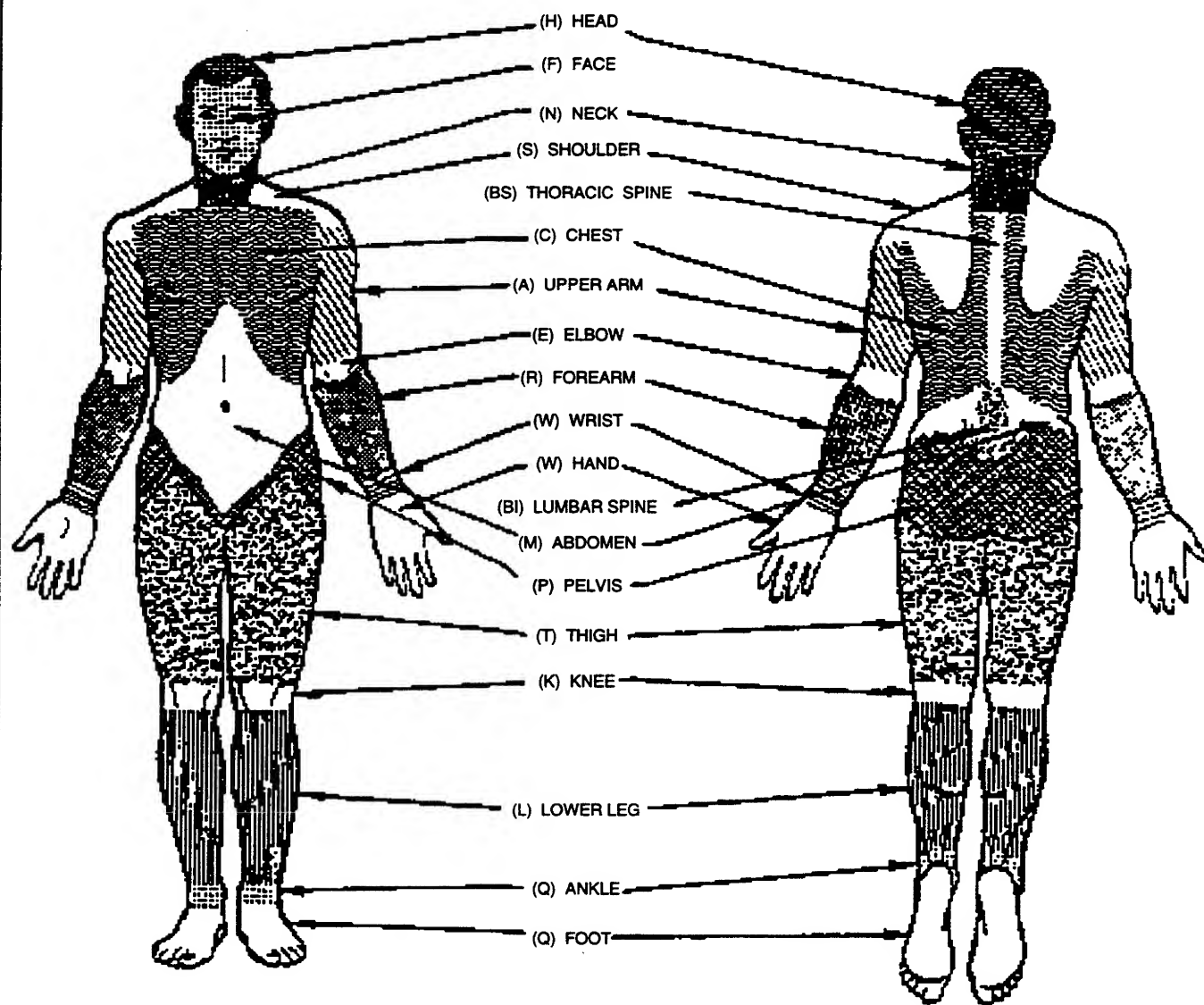
- (61) OTHER VEHICLE
- (72) OBJECTS (DESCRIBE)

MISCELLANEOUS

- (00) NO CONTACT (INVALID FIELD FORM CODE)
- (38) OTHER (E.G. FIRE. DESCRIBE)
- (90) SPARE TIRE
- (96) INDUCED
- (97) EJECTED, UNKNOWN CONTACT
- (98) IMPACT FORCE, "WHIPLASH", HYPEREXTENSION/COMPRESSION
- (99) UNKNOWN AREA OF CONTACT

INJURY CLASSIFICATION IC-3

THE FIGURE BELOW
IS AN EXPLANATION OF THE BODY REGION CODES
LISTED ON PAGE IC - 4.



INJURY CLASSIFICATION IC-4

CODES FOR OCCUPANT INJURY CLASSIFICATION (OIC)

1

BODY REGION

(H) HEAD/SKULL

(F) FACE

(N) NECK

(S) SHOULDER

(X) UPPER EXTREMITIES

(A) ARM (UPPER)

(E) ELBOW

(R) FOREARM

(W) WRIST/HAND

(C) CHEST

(M) ABDOMEN

(B) BACK

(P) PELVIC/HIP

(Y) LOWER EXTREMITIES

(T) THIGH

(K) KNEE

(L) LEG (LOWER)

(Q) ANKLE/FOOT

(O) WHOLE BODY

(U) UNKNOWN

2

ASPECT

(R) RIGHT

(L) LEFT

(B) BILATERAL

(C) CENTRAL

(A) ANTERIOR/FRONT

(P) POSTERIOR/BACK

(S) SUPERIOR/UPPER

(I) INFERIOR/LOWER

(W) WHOLE REGION

(U) UNKNOWN

3

LESION

(L) LACERATION

(C) CONTUSION

(A) ABRASION

(F) FRACTURE

(P) PERFORATION, PUNCTURE

(K) CONCUSSION

(V) AVULSION

(R) RUPTURE

(S) SPRAIN

(D) DISLOCATION

(N) CRUSH

(M) AMPUTATION

(B) BURN

(G) DETACHMENT, SEPARATION

(Z) FRACTURE AND DISLOCATION

(T) STRAIN

(E) TOTAL SEVERANCE, TRANSECTION

(O) OTHER

(U) UNKNOWN

4

SYSTEM/ORGAN

(S) SKELETAL

(V) VERTEBRAE

(J) JOINTS

(D) DIGESTIVE

(L) LIVER

(N) NERVOUS SYSTEM

(B) BRAIN

(C) SPINAL CORD

(E) EARS

(O) EYES

(A) ARTERIES

(H) HEART

(Q) SPLEEN

(G) UROGENITAL

(K) KIDNEYS

(R) RESPIRATORY

(P) PULMONARY/LUNGS

(M) MUSCLES

(T) THYROID, OTHER ENDOCRINE GLAND

(I) INTEGUMENTARY (SKIN)

(W) ALL SYSTEMS IN REGION

(U) UNKNOWN

5

SEVERITY (OR "AIS", ABBREVIATED INJURY SCALE)

(0) NONE

(1) MINOR

(2) MODERATE

(3) SERIOUS

(4) SEVERE

(5) CRITICAL

(6) MAXIMUM

(9) UNKNOWN

BODY REGION

ASPECT

LESION

SYSTEM/ORGAN

SEVERITY

1

2

3

4

5



PN 3728-98 #2



PN3728-98 #3



PN3728-96 #4



PN3728-98 #5



PN 3728-98 #6



PN 3728-98 #7



PN3728-98 #8



PN 3728-98 #9



PN3728-96 #10



PN3728-98 #11



PN3728-98 #12



PN3728-98 #13



PN3728-98 #14



PN 3728-98 #15



PN3728-08 #16



PN3728-96 #17



PN3728-98 #18



PN 3728-98 #19



PN 3728-98 #20



PN 3726-96 #21
Best Available



PN 3728-98 #22
Best Available



PN 3728-98 #23
Best Available



PN3728-98 #24
Best Available



PN 3728-98 #25
Best Available



PN 3726-98 #26
Best Available



PN 3728-98 #27
Best Available



PN3728-98 #28
Best Available



PN 3728-98 #29
Best Available



PN 3728-98 #30



PN 3728-98 #31



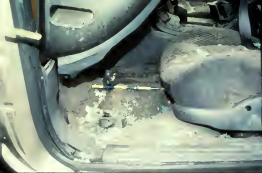
PN 3728-98 #32



PN 3728-98 #33



PN3728-98 #34



PN3728-98 #35



PN 3728-98 #36



PN 3728-98 #37



PN3728-88 #38

